Weather

Hot weather. Local thunderstorms. The maximum temperature yesterday was 87.8 and the minimum 71.1, the figures for the corresponding day last year being 92.7 and 75.1.

The China Press
大陸報

The Mail Box

MAILS for America-Europe, Str. Nanking, Aug. 23.
FOR Europe and way ports, Str. Andre Lebon, Sept. 4.
FROM America and Europe, Str. Fushimi Maru, Aug. 25.
FROM Europe and way ports, Str. Khiva, Aug. 23.

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MESOPOTAMIA IS IN STATE OF ANARCHY SAYS LONDON

Agitation, Started As Political, Out Of Hand Now

LEADER QUITS

Man Who Caused First Uprising Gives Aid To Authorities

ALARM SPREADS

Sabotage And Attacks On Officials Mark Outbreaks

(Reuter's Service)

London, August 19.—The War Office announces:

"Further outbreaks have occurred in Mesopotamia on a considerable scale, particularly North East and West of Bagdad.

"Bands of tribesmen have cut the railways and telegraph from Bagdad to Kifri and Kirkuk. Part of the garrison here is invested and several railway-bridges have been burnt.

"On the Euphrates, communications with the Ramadi and Felujia garrisons have been cut. Several civil officers in the Bakuba area have been molested or expelled, and various acts of sabotage have occurred.

SOUTH TRIBES QUIET

"The tribes south of Bagdad are quiet. There have been no fresh developments in the Hillah area, where pacification is proceeding. The Kufah garrison is still holding out.

"The revolutionary movement, which at first was political, has at present become anarchic, and the former ringleader, alarmed at the turn of events, is now throwing his influence on the side of peace.

"Reinforcements from India are proceeding."

TWO YEARS JAIL IS PENALTY FOR CORK LORD MAYOR

(Reuter's Service)

London, August 20.—The Sinn-Fein Lord Mayor of Cork was sentenced by court martial yesterday to two years imprisonment.

President Gives Support To Union For Pacific Trade

(Reuter's Pacific Service)

Peking, August 20.—A meeting was held this afternoon at the Hotel de Pekin to consider the formation of a branch of the Pan-Pacific Union.

Mr. A. S. Ford, secretary of the Union, announced that President Hsu Shih-chang had promised a donation of over $1,000 to the funds of the Union.

Speeches were delivered by Congressmen J. H. Small, S. G. Porter and R. Hardy, Dr. Tsur Ya-tsung and Mr. I. Tokukawa, Second Secretary of the Japanese Legation. A Committee will be formed later.

Lloyd George On Brief Paris Visit

(Reuter's Service)

Paris, August 19.—Mr. Lloyd George arrived in Paris today on his way to Lucerne, but resumed his journey without seeing any French politicians.

Y.M.C.A. To Honor Departing Students

The departing students for America are invited to a special service and reception to be held at the Y.M.C.A. Auditorium this afternoon at 5 o'clock.

Dr. C. T. Wang, president of the association will deliver the principal speech Mr. S. C. Chu will preside. Music will be furnished under the direction of Mr. C. D. Glauque.

Historic Move Launched As Shanghai Forms Body For Citizens' Convention

Eighty-Three Local Organisations Represented At Initial Meeting Of Local Society For Holding Of National Conference

Representatives of 83 local organisations met at the Y.M.C.A. Auditorium yesterday for the purpose of inaugurating a Shanghai society for the speeding up of the National Citizens' convention. It was a history making assemblage.

The hall was crowded. Promptly at 2 o'clock the meeting was called and Mr. Kiang Hsian-pu of the Shensi Merchants' guild was elected chairman. Speeches were made by Mr. David Z. T. Yui, general secretary of the Y.M.C.A., Mr. Fung Siao-san and Mr. Hoh Siu-hua of the Cantonese guild, Mr. Yuan Li-tung and Mr. Chen Liang-yu of the Ningpo guild, Mr. Loh Kwei-liang of the Kiangsu Educational association and several others. The constitution of the proposed body was read.

HALL PACKED

The roster showed that 277 official delegates representing 83 organisations attended. New names were added in the course of the meeting and by 2:30 o'clock, fully 800 people, consisting of delegates, newspaper men and various committeemen on preparation packed the hall. Admission was by ticket only.

Among the institutions represented at the meeting were the Ningpo guild, the Cantonese guild, the Kiangsu Educational association, the Western Returned Students' union, the World Chinese Students' federation, the Federated Street unions, the Shanghai City Educational association, the Shanghai Mill-owners' association, the Nantao Chamber of Commerce, the Shanghai Cigarette Merchants' Guild, Shensi Guild, the Shantung Guild, the Kiangsu Pottery Guild, the Ten Men's Union, the Flour Guild, the Paper Guild, the Christians' National Salvation Association, the China Labor Union, the Shanghai Coal Guild, the Frenchtown Commercial Federation, the Chihli Guild, the Booksellers' Association, the Chapei Volunteer Fire Brigade, the Wenchow Guild, the Food Caterers' Guild, Silversmiths' Guild, the Tobacco Leaf Guild the China Buddhists' Association and the Foreign Druggists' Guild.

DAVID YUI SPEAKS

The awakening of the Chinese people to their rights and obligations as a citizen of the Republic was the keynote of the eloquent speech by Mr. David Z. T. Yui. The speaker asserted that he had attended many meetings in China and elsewhere of various natures and different grades of importance. But never in his life had he attended a meeting more important that this. He attributed the importance to one point.

The republic had been in existence for nine years during which little has been accomplished, said Mr. Yui. This was due to the fault of the people themselves. It was a mistaken idea that other people were at fault. The blame was entirely on the people themselves. They have remained silent. They have failed to do what they ought to do. They have failed to supervise those to whom important work was entrusted.

The speaker saw in the meeting a new awakening and a new union—the union of all important organisations for reconstruction of the nation. The meeting is historical and inspiring and he hoped that the whole country will be united like the Shanghai organisations to accomplish the same aim, the assertion of the rights and obligations of a citizen of a great democratic government.

YUAN'S ADDRESS

Mr. Yuan Li-tung pointed out that the Shanghai society will be but a branch of the general national movement and is only of a provisional nature. As soon as the National Citizens' convention is formally called, the existence of the Shanghai body can be spared and by that time, he said, his audience will be glad to withdraw from the scene and bow to another set of workers to carry on the function.

As a representative of the committee, he voiced the sentiment that no personal benefit is being sought by the promoters of the move, but on the other hand each individual felt that as a citizen of the republic, he should perform his part in this historic movement to improve the nation.

The committee on preparation has formulated the plans hurriedly, because it was thought, Mr. Yuan said, that no time should be wasted in expressing the endorsement of General Wu Pei-fu's proposal by the people as a whole.

Mr. Chen Liang-yu likened China as a company and her people as the partners. He said the partners have been indifferent to the affairs of the company which is faced with corruption and bankruptcy. Each partner is responsible of the welfare of the firm and he appealed to fellow countrymen to assume more responsibilities of their nation by responding to the call of General Wu.

The constitution of the new body limits its membership to representatives of argicultural, commercial, labor and educational organisations only. Membership can be obtained through the recommendation of two or more recognised organisations already members.

Each individual local body is allowed from one to three qualified representatives at the meetings of the new society, having equal voting power.

The constitution also provides for the dissolution of the society on the date of the inauguration of the National Citizens' Convention.

Charity League Garden Fete Proves Miniature Fairyland

Park Villa Grounds, Transformed Into Blaze Of Color, Attracts Throng Of Merry Makers

Pretty girls—no end—with tuneful music that continued hour on hour without interruption, and all in a charming setting of lights and color, probably are the outstanding details that enter into the pleasing impression that was carried away yesterday by all those who went to the Charity League's Garden Fete. The affair was held in the spacious grounds of the home of Mr. V. Vizenzinovich at No. 1 Kiangwan Road at the entrance of Hongkew Park and the grounds under the skillful hands of Mr. C. E. L. Ozorio of the International Banking Corporation were turned into a miniature fairyland of green bowers, bunting and, after nightfall, glittering colored incandescents.

The fete opened at 4 o'clock in the afternoon and continued far into the night with dancing in the spacious lower chambers of the mansion while outside on the moonlit lawn the kiosks and bamboo booths, presided over by ladies of the league, engaged the interest and, let it also be said, loosed the purse strings, of a large and well pleased gathering.

RAISING FUND

The affair was given to complete a fund with which to purchase a tract of land on North Szechuen Road Extension opposite the Public School for Boys upon which the Charity League is to erect a Home to care for needy families, thus enlarging the now considerable charitable work that the organisation is doing. The fete was organised under the auspices of the Mothers of the Holy Family Convent, of whom Mere St. Alice is the outstanding figure. The Home that is to be built on the ground to be purchased will be erected with funds provided by an unnamed donor. It is to be an institution large enough to care for eight families.

There was nothing lacking whatever at the Garden Fete and so it may not be taken as surprising that while the Carlton orchestra and the Philharmonica Portugueza—this last an aggregation of talented Shanghai amateur musicians—discoursed turn and turn about, the ladies who lent their efforts to the happy enterprise in the refreshment booths, the fish pond, the lottery stall, the candy shop, the spiced and scented Turkish zenana, and in all the other scenic selling establishments that adorned the grassy lawn—smilingly kept in mind the object in view, the

(Continued on Page 2)

U.S. CONSUL IS VICTIM OF BAND OF RUSS ROBBERS

American Official, His Wife And British Officer Are Waylaid

LIKE WILD WEST DAYS

Motorists "Shoot Up Town" At Vladivostok And Troops Are Jailed

(Reuter's Pacific Service)

Vladivostok, August 20.—Six Russian bandits held up the United States consul and his wife and a British officer today as they were motoring from a neighboring summer resort and relieved them of their personal belongings.

Armed men, in two motor-cars, careered about the city last night shooting at militiamen.

The Head Militiaman tried to arrest the motor bandits, but the attempt resulted in a shot being fired into the Japanese Postmaster's flat. In consequence, the Japanese arrested all the militiamen, only releasing them this morning.

(Dalta News Agency)

SEMENOFF BLAMED

Blagovestchensk, August 14.—According to information received here, numerous gangs of Semenoff's men are plundering the peaceful population and have completely destroyed the railway line and telegraphic communication on their way of retreat.

In the freed localities, they are endeavoring, under the disguise of soldiers of the People's Revolutionary army, to provoke hostilities on the part of the Japanese with a view to breaking up the armistice.

STATE OF PANIC

Semenoff's clique is in a state of panic now that the question of evacuating Transbaikalia by the Japanese has been decided.

Headman Semenoff is reported to have applied to the Japanese Crown Prince with the request to keep Japanese troops in Transbaikalia for four months longer.

It is also reported that a great number of whiteguards are leaving Chita for the Chinese Eastern Railway and the Maritime province where they hope to establish a reactionary government under Ataman Semenoff, immediately the occupation of the region by the Japanese has been completed.

H.C.L. Is Going Down Says U.S. Bureau's Report

Fuel And Light Rise When Foodstuffs And Materials Are On Decline

(Reuter's Service)

Washington, August 19.—The department of labor reports that commodities declined 2½ percent on the average in July. Clothes and clothing materials were leading, with a decline of 5½ percent. Foodstuffs were 4 percent lower, farm products 2.9 percent lower. Fuel and lighting materials increased 2½ percent.

Clyde Shipbuilders Say Orders Are Few

(Reuter's Service)

London, August 19.—Reports from the Clyde indicate a scarcity of new orders for tonnage. Shipbuilders are now fully occupied on old orders, but serious depression is feared when these are completed.

This is only to be expected in view of the excessive cost of building, together with the state of the freight markets.

Shantung Guild Demands Ma's Recall By Peking

(Reuter's Pacific Service)

Peking, August 21.—The Shantung guild held a meeting this morning at which Chow Fu-chi, the brother of Chow Tse-chi, the new minister of finance, presided. It was resolved to make representations to the government in favor of the removal of General Ma Liang from Shantung as the guild fears that the conversion of a portion of the second Frontier Division into a Mixed Brigade would mean a further command for General Ma Liang in Shantung.

The Fukien gentry at Peking are endeavoring to secure the appointment of General Wu Pei-fu as Tuchun of Fukien and it is reported that the government has sent General Chang Chow-tseng to Fukien to learn the wishes of the Fukienese.

CONSUL LEAVES KOREA

Fu Shih-ying, the Chinese consul-general at Seoul, has arrived in Peking. It is understood that he will not return to Seoul.

The President intends to revive the practice, followed by the Li Yuan-hung regime, of inviting the members of the Cabinet to meet the President at a tea-party twice a week to discuss official matters in order to prevent conflicting action.

WANG I-TANG IN JAPAN

Kobe, August 21.—General Wang I-tang arrived here today.

Will Hold Meeting Monday To Protest Against Stamp Tax

The decision of the local Consular Body to enforce the new stamp tax requirement of Peking in the International and French Settlements is causing no little uneasiness among the Chinese merchants in Shanghai. A meeting of protest will take place at 13 Avenue Edward VII Monday afternoon at 4 o'clock.

It will be remembered that considerable restlessness was engendered last year when Peking attempted to enforce the requirements in the Settlements. At that time, the Municipal Council assured the local Chinese that merchants in the International Settlement would be exempted from this requirement.

BOTH ANTI-ANFU LEADERS GIVEN EQUAL POSITION

New Administration At Peking Takes Action For Future Peace In China

(Staff Wire To THE CHINA PRESS)

Peking, August 21.—A presidential mandate was issued yesterday, abolishing General Tsao Kun's post of Pacification Commissioner of the four provinces and appointing him to be Inspector-General of Chihli, Shantung and Honan.

This places the rank of General Tsao equal to that of General Chang Tso-lin, who is Inspector-General of the three Manchurian provinces. Tsao is satisfied with the promotion.

The good will between Chang, Tsao and Wu Pei-fu is increasing and the presidential office has expressed the opinion that the political situation is better and the outlook of the government is more hopeful provided adequate funds are soon available for the necessary reconstruction work.

PRINCE'S WELCOME SEEN AS OMEN OF EMPIRE'S FUTURE

(Reuter's Service)

London, August 20.—The Times publishes a telegram from the Prime Minister of Australia, in which Mr. Hughes says:

"The Prince of Wales has given Australia an opportunity of showing unmistakably that she stands solidly for the Empire, and the Australians' welcome has completely silenced those who sneered at the Empire and Australians' attitude to it.

"Australians feel for the Prince an affection which, in these days of toppling thrones, is the best assurance that the Empire, unlike those resting on force, will endure throughout the ages."

New Korean Tariff To Be Effective On September 1

(Reuter's Pacific Service)

Tokio, August 20.—A Cabinet meeting today approved the draft regulations for the revised Korean customs tariff, which will be enforced in September. All goods, except sugar, textiles and petroleum, exported from Korea to Japan, will be exempt from duty. It is reported that certain special duties will be levied temporarily in order to prevent a sudden decrease in the revenue of Yen 7,000,000.

FRENCH TROOPS QUELL MOB OF GERMANS AT KATTOWITZ; MARTIAL LAW PROCLAIMED

But Can They Make Him Drink?

—Morris for the George Matthew Adams Service.

Overthrow Of Old Clique In Chamber Of Commerce Gives Chinese New Hope

Great Importance Is Attached To Election Of Officers On Wednesday When Leaders Will Be Chosen To Carry Out Reforms

Great interest has been shown by the local Chinese community in the coming election of officers of the Chinese General Chamber of Commerce, which will take place Wednesday afternoon at 3 o'clock at the heaquarters of the chamber on North Honan Road. The importance of the election cannot be over-estimated in view of the pressing needs of the Chamber in its reorganisation and improvement under the new leadership.

Two weeks ago, a new set of directors, 35 in number, were elected. These will elect the officers among themselves Wednesday. The election two weeks ago was historic, because it marked the defeat of the old clique. Among the elected are such able leaders as Mr. C. C. Nieh, the Christian industrial magnate, Mr. H. Y. Moh, the cotton mill king educated in the United States and others.

THE OLD CLIQUE

The old clique, which lost fully two-thirds of the ballot at the election, had controlled the administration of the Chamber ever since its inauguration. It had two functions: cultivating the favor of the officialdom and settling minor disputes among the traders.

Important work generally ascribed to Chambers of Commerce it is, charged, has been ignored. No trade statistics are available. No medium of intelligence has been adopted. For the general development of trade, little or nothing accomplished, it is said.

The old Chamber also has been criticised as being autocratic. Its officers are said to have forgotten their own position. Because of their influence with officialdom, they believed themselves to be officials, making arbitary decisions on commercial matters.

Membership of the local Chamber has been limited to 300, each paying a prohibitive annual fee for the privilege. Admission to the chamber, therefore, is made most difficult and only men of wealth have been allowed to become members if they succeed in securing the personal approval of the 300 existing members of the exclusive body.

"CHAMBER OF ROYALTY"

For this reason, the chamber had been often designated as the "Chamber of Royalty." The average merchant or shopkeeper has never attempted to join for fear of the heavy dues as well as the humiliation of being turned down.

As a matter of retaliation, two formidable rivals sprang up last year, which furnished much food for thought on the part of the institution. The Shanghai Commercial Federation, consisting of some 50-odd societies and the Shanghai Federated Street Unions, representing 63 streets, were inauguarated. They gathered influence and prestige as those of the chamber waned. They became gradually recognised in spite of the effort of the chamber to belittle them. In matters of public interest, they led, while the Chamber refused to be led by them, presenting a confusing and even pathetic impression on the minds of the average laymen.

Yet the chamber was not absolutely devoid ardent reformers. Time and again certain individuals attempted to infuse new life into the body only to be neutralised by the overwhelming power of conservatism. Their efforts failed.

AFFECT IS SEEN

But the new stimulus in the form of the two formidable rivals—or opponents—gave the 300-odd members an unpleasant feeling which manifested itself in the overthrow of the old clique at the last election. At least two-thirds

(Continued on Page 2)

RIOTERS ARE HEADED BY COMMANDER OF POLICE

Belgium To Remain Neutral Until Minsk Conference Ends; Reds Run Before Effective Attacks Of The Newly Organised Polish Army

(Reuter's Service)

Berlin, August 19.—The latest despatches from Kattowitz report that all is quiet but the situation is very strained and martial law has been proclaimed.

The fighting on Tuesday was very fierce especially round the barracks where the crowd used machine-guns and hand-grenades against the French troops. The casualties among the latter were one killed and eight wounded, while the Germans are reported to have had 20 killed and 70 wounded, including the Commander of the Security Police.

SEMI-OFFICIAL STATEMENT

A semi-official account of the disturbances at Kattowitz issued here this evening says:

"The crowd insisted on forcing their way into a street where a cordon of police and French cavalry were stationed, and demonstrated before the quarters of the Inter-Allied Commission. The French troops drew their sabres and dispersed the crowd, which immediately re-assembled. The arrival of a procession of high-school students forced the crowd against the cordon. Shots were fired, whereupon the crowd scattered."

POLES REORGANISED

Paris, August 20.—A telegram from Warsaw states, "The Polish left wing has captured Pultusk, 35 miles north-east of Warsaw on the right bank of the Narew, and is continuing its offensive in the direction of Mlawa.

The successes won by the Poles in their counter offensive shows how thorough has been the reorganisation of the Polish army, which, thanks to the rapidity of its movements and superior generalship, has secured the upper hand in all sectors of the operations."

U. S. ATTITUDE

Washington, August 19.—Mr. Bainbridge Colby, secretary of state, has informed the Polish delegation that the United States will not be able to send substantial aid to Poland but "will do everything it is permitted to do."

BELGIANS NEUTRAL

Brussels, August 19.—The Belgian government have decided to maintain neutrality in the Russo-

(Continued on Page 2)

How Would You Vote?

Democrat
JAMES M. COX ..... ☐

Republican
WARREN G. HARDING... ☐

Most Americans in China will not be home on November 2 but they are, as a rule, much better informed than the majority of their countrymen at home as to international affairs and their opinions might serve as a guide to the people who will ballot for the next president.

THE CHINA PRESS will be glad to receive not only your Straw Ballot but a brief letter from you, as well, giving your reasons for your choice.

Please indicate your previous politics:

Democrat ..... Republican .....
Independent ..... Socialist .....

Signed ....
(Name not to be published.)

Remember Women Have A Vote

Charity League Garden Fete Proves Miniature Fairyland

(Continued from Page 1)

purchasing fund. They prospered vastly.

OZORIO DECORATOR

It was Mr. Ozorio who had in charge the general work of decorating the grounds, a choice well made in view of his many earlier efforts along the same line. The working committee in charge was composed of Mrs. H. O. White, President of the league, Mesdames Pereira, Klinck, Mencarini, Norman, Almeida, Vizenzinovitch, Remedios and Miss Hayes.

The two musical organisations were established on the wide verandah of the house and below this, on a terrace garden above the grounds, one of the refreshment places was conducted by Mrs. H. O. White assisted by the Misses Muriel, Lollie, Frankie, Eva and Daphne White. The other booths and kiosks that bordered the enclosed grounds and those in charge of them were as follows:

THE BOOTHS

Lottery Selling—Mrs. V. M. Pereira, assisted by Mrs. L. Ozorio, Mrs. J. Oliveira and the Misses I. Oliveira, Hetty Rangel and Cherry, Cachita, Thelma, Leah and Ernie Remedios.

Beverages—Miss Marie Britto, assisted by Mrs. Stella Motta, and the Misses Henrietta Sharnhorst, Connie Remedios, Mary Lopes, Eugenie Sequeira and Alma Aquino.

Fancy decorations—Mrs. J. Mencarini, assisted by the Misses M. Villas, Lolita Ross, and R. and M. Del Pan.

Candy—Miss A. A. M. Gutierrez, assisted Miss E. Hayes, Mrs. M. Brecker and Miss G. Rozario.

Biscuits—Mrs. A. M. Dinez, assisted by Mrs. D. M. Gutierrez and Mrs. J. M. Dinez.

Turkish Booth—Mrs. Charles Klinck, assisted by Mrs. R. Lent and the Misses C. Silva, May Klinck, Honie Klinck and L. Alfonso.

Ice Cream—Miss A. M. Gutierrez, assisted by Mrs. J. Pereira and the Misses C. A. Britto, F. Gutierrez, M. Britto and E. Figuereido.

Fancy work—Miss L. M. Gutierrez, assisted by Miss Annie Barnes and Mrs. F. R. Witschi.

Fish Pond—Miss Lina Cooks, assisted by the Misses Louise Vizenzinovitch and Jessie Farquharson.

The tea and dinner stall that was conducted under the able management of Mrs. M. E. Remedios and was the largest of all, is deserving of special mention, for here was served a dinner that made all who partook of it glad that for the day they had left behind ordinary fare.

Mrs. Remedios, who was assisted by Mrs. E. Figueiredo who acted in the capacity of cashier, Mrs. Josephine Baptista and Mrs. A. Cameron, had as aides at the score of tables the following:

The Misses M. L. Sharnhorst, Annie Figueiredo, Cherry Figueiredo, Emily Figueiredo, Francisco Lubeck, Dorothy Burgess, Alice Harrison, Florie Knox, Sarah Johnson, Emelie Collaco, Marie Costa, Jenny Gonsalves, Bertha Costa, Milthie Alonco, Olga Remedios, Lizzie Roch, Marion Roch, Mansie Johnston, Mabel Johnston, Lilly Hawes, Violet Hawes, Rose Woodcock, Cecile Foyn, Marie Barradas, Ivy Baviau, Betty Marcal, Marie Schierhorst, Ida Schierhorst, Harriet Sennett, Josephine Baptista, Bessie Lee, R. D'Aguiar, M. E D'Aguiar, M. Carion, Irene Eitter, Helen Eitter, F. Sequeira, M. Tapia, Elizabeth McCain, Mrs. A. Goulbourn, C. Sequeira, E. Sequeira, A. Sequeira and Annie, Emelia and Chelly Figueiredo.

In order that every detail should be complete provision was made for the youngsters on a small course where donkeys with saddles were provided under the direction of Mr. S. M. Ismail. Only one other establishment had been entrusted to crude male hands, a banking booth which ran under the direction of Mr. A. M. Diniz, assisted by Messrs. D. M. Gutteres, J. M. Diniz and J. M. Oliveira.

At the close of the fete it was announced that No. 92 had won the box of candy raffled at the candy booth.

HSU AND FAMILY HOSTS TO SOLONS

Ministers Also Entertain Congressmen With Show And Dinner

(*Staff Wire To* THE CHINA PRESS)

Tientsin, August 21.—The United States congressional party arrived here this morning at 11 o'clock. A special train of 12 cars conveyed the congressmen and their families to this city.

The visitors had tiffin at the American Chamber of Commerce, attended a tea party given by the officials of the Provincial government and local organisations and were entertained at a dinner given in their honor by General Li Yuan-hung, Ex-president.

DYER'S SPEECH

Congressman Leonidas C. Dyer in his speech expressed appreciation for the warmth in which the welcome was given by the officials as well as the local organisation and pledged legislation to permit the federal incorporation of American firms in order to give them better protection in healthy competition. He also observed with interest the practical experience gained by Chinese students in working in American industrial plants.

The party leaves for Peitaiho tonight at 11 o'clock. Mr. Julian Arnold, the American Commercial attache in Peking, will accompany the party as far as Tokio.

Peking, August 18.—President and Madame Hsu entertained the American Congressional Party and representatives of the American official, financial, and press communities of the capital at a garden party in the Hall of Ceremonies of the President's Palace yesterday afternoon. The guests, the majority of whom were women, entered the Hsin Hwa Men and were taken over the beautiful lotus lake on boats to Yin Tai, and escorted through the grounds to the Ceremonial Hall, where they were received.

The President, Madame Hsu and their three daughters came out through two lines of the president's secretaries and shook hands in the most democratic manner with the various members of the party, after which bountiful refreshments were served.

SEE ART GALLERY

Following the refreshments, the party was given the unusual privilege of examining the portraits of the emperors in the imperial art gallery, which is regularly opened only once a year, in the spring.

Last night Minister Chow Tzechi, Chief Justice Wang Chung-hui, Minister of Foreign Affairs W. W. Yen, Admiral Tsai Ting-kan, and Hsu Chen-peng, gave a dinner to the Congressmen and their ladies and the members of the American Legation and leading members of the American community at the Naval Club on Chin Yu Hutung.

WITNESS ORIENTAL PLAY

A highclass Chinese theatrical exhibition was given later for the guests at the Na Tung palace next door to the club.

The club and the palace were brilliantly decorated.

Band Concert

The following program will, weather permitting, be played by the Band in the Public Garden tomorrow, commencing at 5:30 p.m.:

March, "La Mascotte" ..Audran
Waltz, "Swing Song" Hollander
Overture, "Giovenna d'Arco" Verdi
Selection, "L'Ariesienne" Bizet
Fox Trot, "Mary" ..... Frey
Selection, "The Belle of Caire" Kinsey Pelle

P. Brunelli,
Musician-in-Charge.

FUGITIVE SHROFF CAUGHT

(*Reuter's Pacific Service*)

Hongkong, August 21.—The shroff, employed by the Hongkong and Shanghai Banking Corporation, who absconded with $22,000 on August 14 has been arrested and $4,500 has been recovered.

Rioters Headed By Commander Of Police

(Continued from Page 1)

Polish war until after the Minsk conference.

RED DIVISIONS ANNIHILATED

Paris, August 19.—A Warsaw telegram says that the right wing of General Pilsudski's army is threatening the Russian columns advancing on Warsaw with envelopment.

A later despatch from the Polish capital states that the Polish artillery is causing great confusion among the Bolshevik forces who are now on the run. The Reds are evacuating Brest-Litovsk.

A Polish communique declares that three Red divisions have been annihilated outside Warsaw, and thousands of prisoners have been taken.

MAKE THREE ATTACKS

London, August 18.—A Warsaw telegram, describing the Polish counter-attack, says:

"The Poles, after allowing the Bolsheviki to approach the outer forts, counter-attacked on both wings, one attack being delivered from Ivangorod in the direction of Brest-Litovsk under General Pilsudski, and the other from Novo Georgievsk developing northwards along the Narew. Meanwhile, a third attack was launched along the Warsaw-Danzig railway in the direction of Mlawa.

"General Pilsudski repulsed the Bolsheviks along the whole line between the Wieprz and the Naraw to a depth of from forty to eighty kilometers. The objectives were rapidly reached, the right bank of the Lower Narew cleared, and the forts at the confluence of the Bug and Narew retaken, re-establishing the natural line of defense of Warsaw.

"The Poles attacking on the Warsaw-Danzig line advanced beyond Echenow, south of Mlawa. The Bolsheviks hurriedly retreated."

Chamber of Commerce Overthrows Old Clique

(Continued from Page 1)

of the new board of directors are known to be conversant with the principles of public service. While the new body is to be congratulated for the selection of those leaders, it is held to be highly important that every possible care should be taken in the choice of the chairman and vice-chairman Wednesday, as under the new leadership, great accomplishments are expected.

To bring the chamber to an efficient basis along modern lines is the order of the day. The popular clamor is that admission should be made easier so that it will be really representative of the merchants, that general meetings of the members be held more often to have all the grievance of the shopkeepers and petty merchants heard, and that the body be placed at the service of all Chinese merchants here.

Both the Street Union and the Commercial Federation are carrying out work which the chamber of commerce should do. The existence of all three commercial bodies functioning for the same end is most confusing. If the chamber can be improved, the existence of the other two may well be spared unless some other movement may arise which may justify their continuance.

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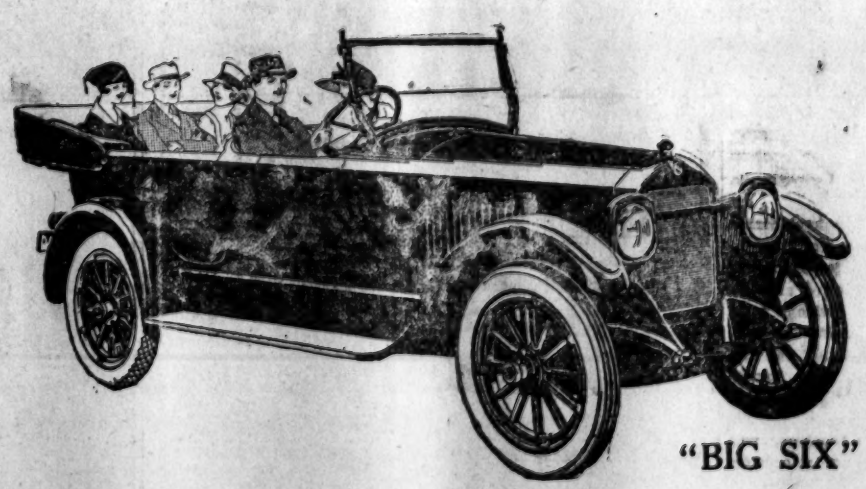

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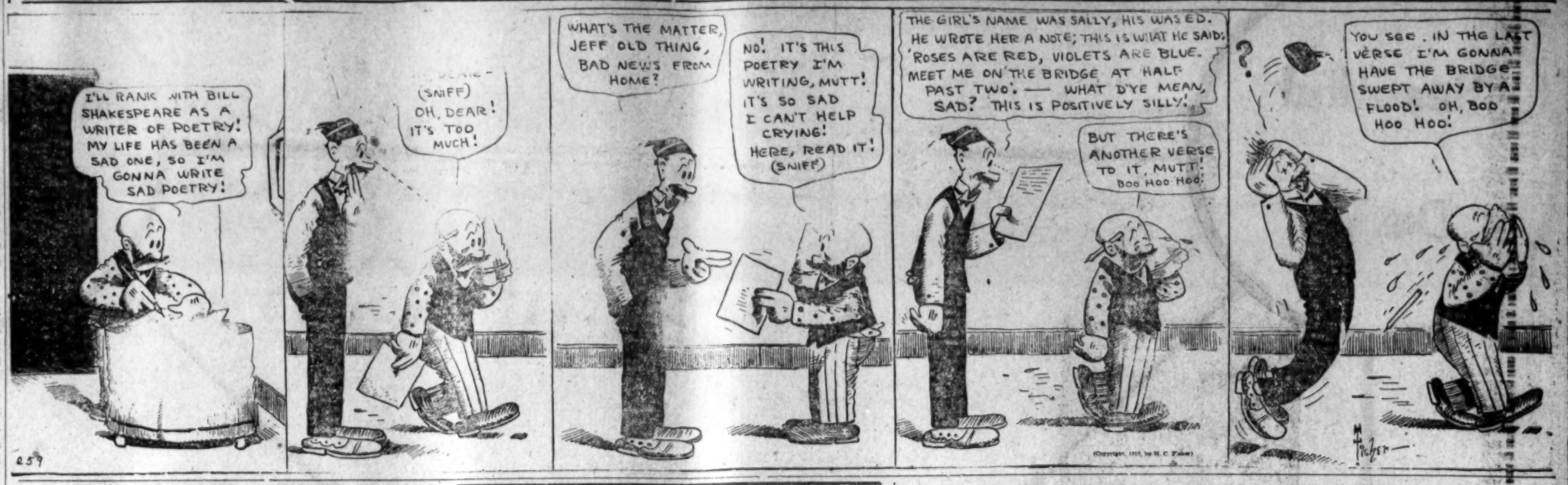
MUTT & JEFF — Speaking About "Sob-stuff," Here's A Chunk Of It — By Bud Fisher


I'LL RANK WITH BILL SHAKESPEARE AS A WRITER OF POETRY! MY LIFE HAS BEEN A SAD ONE, SO I'M GONNA WRITE SAD POETRY!
(SNIFF) OH, DEAR! IT'S TOO MUCH!
WHAT'S THE MATTER, JEFF OLD THING, BAD NEWS FROM HOME?
NO! IT'S THIS POETRY I'M WRITING, MUTT! IT'S SO SAD I CAN'T HELP CRYING! HERE, READ IT! (SNIFF)
THE GIRL'S NAME WAS SALLY, HIS WAS ED. HE WROTE HER A NOTE; THIS IS WHAT HE SAID: 'ROSES ARE RED, VIOLETS ARE BLUE. MEET ME ON THE BRIDGE AT HALF PAST TWO'. — WHAT D'YE MEAN, SAD? THIS IS POSITIVELY SILLY!
BUT THERE'S ANOTHER VERSE TO IT, MUTT! BOO HOO HOO!
YOU SEE, IN THE LAST VERSE I'M GONNA HAVE THE BRIDGE SWEPT AWAY BY A FLOOD! OH, BOO HOO HOO!

McTyeire Grads Entertain Their School Faculty

Due to irregularities in the Spring term, McTyeire School had no formal commencement this year, using all the time, up to July 9, on the term's work and examinations.

The five graduates, however, gracefully entertained the faculty and student body on the evening that they received their diplomas. It was unique in that it was Chinese from first to finish. The invitations that came early in the week, were the characteristic Chinese invitations written on red paper. What they were going to do was kept a profound secret and there was a general attitude, best described by a huge question mark. When the Faculty arrived at the appointed hour, they found the large reception hall beautifully decorated with flags; tables set for a banquet; and the sweet girl graduates dressed each in one of the colors of the national flag.

After all were seated, and before the banquet proceeded, a charming program was rendered by the class. Patriotism was the key note of the occasion, indicated by the national colors in which the girls were attired. The while they rendered the strains of the national air, they, themselves, represented the national flag animate with new life and hope.

A representative from the class made a farewell speech to the faculty and students. A representative from the school made a congratulatory speech to the graduates. During the banquet, the joy of the occasion was expressed in toasts and yells in honor of the class, the school and the faculty. After the banquet they gave an original play in Chinese language and in Chinese costumes, that portrayed the progress of women. Some members of the class impersonated the young returned student, and some, the conservative woman of middle age. Their conversations together were amusing, as well as illuminating. All the five graduates have taken positions as teachers during the next school year.

McTyeire School opens for the fall term September 7.

Correspondence

A STRONG ARGUMENT FOR COX

Editor, THE CHINA PRESS

Dear Sir.—In returning herewith my vote for James M. Cox for President of the United States may I be permitted to state reasons why?

The structure of The League Of Nations is faulty but the foundation as represented in the general idea and plan is sound.

It is not constructive to tear up a good and sound foundation to erect another structure that may or may not be any better than the one established.

It is true that the structure established was built in a hurry and under tremendous pressure and therefore it may have faults but nevertheless it can and will serve the purpose for the time being.

It is only through the natural developments and experiences that a structure can be completed that will stand the test of all opposition.

The opposition as represented in The United States Senate, and of which Senator Harding is a part, practically all admit that the fundamental idea as represented in the League of Nations is all right but they insist that they must have some other structure of their own making.

Such proposed structure would be as much of an experiment as the present one; is it therefore logical to continue experimenting when the need for the structure is so urgent?

The idea of isolation of The United States is not sincere and is only advanced for political noise: whoever may entertain such vision has no sound basis upon which to retain his position either in natural developments or in past history.

On this paramount issue where the line has been clearly drawn my vote belongs to Mr. James M. Cox as the man fully able to carry on the work under way and sincere in his efforts to create our part of this great structure upon which the hopes of Humanity rest.

Respectfully,
Niels Andersen.
Shanghai, August 23, 1920.

BEGGARS

Editor, THE CHINA PRESS

Sir.—Your interest in public welfare as you have shown in giving your valuable space to the discussion of "Making a home Home" etc., encourages me to ask for a little space in your paper to introduce my subject.

I have always been impressed by the beggar situation in Shanghai. During my childhood I always asked the beggars the causes of their being beggars. Most of them I found were thrown into this life owing to the lack of opportunity to work; there were others who fell into the same condition simply because of laziness or extravagance.

Several years ago when I had a chance to be at Chefoo I noticed that there were no beggars. In my surprise (for I had heard that beggars existed everywhere in China) I asked the reason. I was told that the merchants gave a certain amount to the beggars who were then not allowed to be seen on the street. This set me to thinking and though I was not able to do anything then, I had a dream: "We people of Shanghai will do something which can uplift these people and prevent society from having so many parasites."

As the beggars multiply day by day I can not help asking the public to pay some attention to the matter. It is a very serious problem for its existence is a nuisance to daily life, a hindrance to sanitation and a disgrace to the city. Furthermore, they represent a portion of dependent people which the Republic of China does not need.

Both in the settlements and native cities there are beggars. What they do to the people, I think, most of your readers have seen and heard frequently.

Several of us young people having the same intention toward the beggar question met together and had a thorough discussion. It is our desire to get all the beggars in an institution where the strong ones may be supplied with work, those that have diseases may receive medical attention and the children may be properly trained for future citizenship.

Everybody understands that the beggars are supported by the well-to-do and the kind-hearted people who, it is true, in one way are helping the needy but in another they are encouraging people to be dependent on the community. They believe they are doing good deeds so they may still continue their charity but under proper conditions and in that way may also benefit society and their country.

This is an unusual and difficult undertaking and if there is no sympathetic co-operation of the Municipal Council and the native magistrates nothing can be done. I hope the people of Shanghai will have enough interest to send appeals for the betterment of this condition so we can put into practice our ideas.

As to the beggar problem, reformation is needed all over China but Shanghai is a leading city and the people here are progressive; why do we not begin and let other cities follow? I wish all those who do realise its importance to co-operate with us.

I am young and inexperienced therefore I may have said something too impractical and omitted something of importance so I sincerely ask both your foreign and Chinese readers to express themselves so that our small society may know which will be the wisest way to serve our country. If they will give us their criticism and suggestions we shall be most grateful to them. I am, yours truly,

(Miss) WONG TSIEN-YI.
Shanghai, August 20, 1920.

LACK OF TEACHERS

Schools Of America Need 17,275 New High School Teachers

At least 15,000 teaching positions in public high schools will be without properly qualified teachers next September, if the estimate of A. O. Neal of the United States Bureau of Education proves to be correct. The Bureau of Education recently conducted an extensive inquiry among the high schools of the country, and more than 7,000 high schools have stated their needs.

Those schools now employ 65,875 teachers, and they will require 17,275 new teachers in the Fall to provide for the normal increase in enrollment and to take places of those who are leaving the schools for other work. Mr. Neal, who compiled the returns, considers that this proportion fairly represents the general condition in high schools throughout the country, and estimates that a total of 25,978 places must be filled before the next school term begins.

The visible supply of qualified candidates does not even approach that number. Simultaneously with the inquiry made of high schools, all the colleges and universities of the United States were requested to report the number of persons who would graduate this year and also the number of those graduates who expect to teach in the high schools. Replies from 323 institutions show that their graduates will number 10,680 men and 9,327 women, and that 1,630 men and 4,742 women will take up the work of high school teaching. On this basis it is estimated that only 16,620 members of this year's graduating classes of all the higher institutions will accept positions in the high schools. The difference, 15,358 places, must be filled in by ways that are not now apparent, or that number of classes will be without proper instruction.

It may be possible to induce other graduates to enter the work and some former teachers who have withdrawn may return; but this will mean that higher pay and improved conditions otherwise must be offered. The only alternative is to employ persons below the standard prescribed by experience and general practice.

How serious the situation is may be judged by the fact that the threatened shortage is twice as great as the number of teachers in all of New England, and greater than the number of such teachers in New York and Pennsylvania combined.

Mr. Neal advises school boards everywhere to lose no time in strengthening their forces in anticipation of the expected and improved conditions which must be created in order to hold as many as possible of the teachers now in the service and to attract desirable recruits. All this must be done not for the benefit of the teachers, who are evidently able now to care for themselves very well, indeed, but for the sake of the children who are the sufferers when good teachers leave the service.

News Brevities

The British-American Tobacco Co. (China), Ltd., have brought out a stock of "Gold Flake" cigarettes, sold ten to a packet, in order that the many returned soldiers may enjoy the smoke of their army life. These cigarettes are being sold direct from their office at 22 Museum Road.

* * *

A Russian named Richter was fined $3 in the Russian Consular Court yesterday for keeping a dog without a license.

* * *

A bridge evening is to be given by the American Woman's Club at the Columbia Country Club next Wednesday evening. Play is to start at 9 o'clock and end at midnight. Arrangements for the affair are being made by Mrs. Petit, Phone West 347, and Mrs. Wentworth, Phone West 1728.

* * *

Mr. Amos P. Wilder, who retired as United States Consul General at Shanghai in 1914, has accepted a position as assistant editor of the New Haven (Conn.) Journal Courier. Mr. Wilder was secretary of the Yale Mission in China, the headquarters of which organisation was at New Haven. Mr. Wilder is known as a writer of ability and as an accomplished after dinner speaker.

* * *

Four Sikh watchmen were ordered to be fined $5 each or imprisoned for a week each in the British Police Court yesterday for being drunk and disorderly. C. P. C. 978 said that on Friday he saw prisoners struggling together at Sinza Road and Carter Road corner. Two of them ran away and witness chased them to Hart Road corner and arrested them. Then the other two came up and the two already arrested helped another Chinese constable to arrest their companions, after which they started fighting again. They were all drunk.

* * *

Mula Singh, an unemployed Sikh, was charged with assault by Tsz Nyi-sz yesterday in the British Police Court. He was remanded in custody until tomorrow. The complainant was ordered to be examined. Sub-Inspector Mackenzie said that the woman had a fractured rib, but it was reported her condition was not serious. The woman said that, yesterday, she and her daughter were bathing in an upstairs room of their house in Tiendong Road, which overlooked defendant's house. They heard a sound of Indian clogs coming up the stairs and called out. Then witness saw defendant, so she pulled on some clothes and told him to go away. He used some indecent language and pushed her down-stairs. Witness was trying to keep him from coming up.

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VICTORY *natural aroma* CIGARETTES

and they are offered to the Public at $1.00 for a handsome tin containing 100 soul-satisfying smokes, and at 10 cts. for an attractive package containing 10 flavor-full cigarettes.

Now, send us your suggestion of the best advertising catch-phrase for these popular-priced "Worth-more-than-they-cost" Cigarettes, and one of these prizes may be yours. Please remember that each letter must be accompanied by an empty package of Victory Cigarettes, and that your suggestion should reach our office not later than September 15th, 1920

Sole Distributors for the Far East:

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SOLE AGENTS

A Chinese School Of Wife- And Mother-Craft

Editor, THE CHINA PRESS

Dear Sir: The discussion, that through your kindness is being conducted in THE CHINA PRESS re-The Chinese Home, is a fundamental one: for no nation can rise permanently above the quality of its home life. However much industry may be developed or commerce expanded or government be apparently efficient there will be no permanent prosperity or peace until the men and women of a nation work together in the home and in the state for the common welfare.

One of your correspondents has hinted at the solution to the problem by advising the schools founded by foreigners to pay more attention to the teaching young women the arts of home-making. Modern educators are increasingly endeavoring to make their efforts practical. Many schools for young women are making plans to give training in home making.

Perhaps the school that has done more than any other to help the woman who is already married is the School of Mothercraft founded by Miss Mary Jones in Huchow. I enclose an article concerning this school from The World Outlook.

But too many of your correspondents have looked at the problem from one side only, either from that of the husband or that of the wife; too many of the schools also attack the problem from one angle only.

The only complete solution of the problem is to educate both young men and young women in all the arts necessary for the building up of the home and the only way to complete such an education is by educating the young men and the young women together. Shanghai College has been instrumental in sending a large number of wives and fiancees of its students to the School of Mothercraft in Huchow. But to reach the root of the matter we have become convinced that the young men and women must be educated together.

While not all of the home life of the West is ideal, young Chinese men and women realise that there is much in the social relations of the people of Western nations that is worth following. They have learned their admiration for foreign social relations from the foreigners in their midst. They have tried to possess themselves of some of the advantages which they have seen. Sometimes the results have been disastrous because these young people lacked wise guidance in their worthy attempts.

Mission Colleges have done little to solve this problem for which foreigners are to a great extent responsible. They have been afraid of offending against the time-honored customs of the old School.

But Shanghai College has determined no longer to shirk the responsibility. Plans were begun three years ago and we expect these plans to be consummated in September, 1921. At that time we expect to open the doors of Shanghai College to women. The young women will be admitted to all the classes that are given to young men. But they will not merely have the opportunity of studying Mathematics, History, and all that is deemed necessary for young men. They will not only be taught music and art but they will be taught domestic science, the fine art of home-making.

But we expect also to teach the young men that they also have responsibilities with regard to the home.

But most of all it is hoped that both the young men and the young women by their contact with each other as they work together in the search for truth and in preparation for life will come to understand that they are equals and will learn how to treat each other as such.

During the coming year plans will be matured for the introduction of co-education. Courses will be prepared and rules for the wise regulation of the relations between the men and women students will be made. While we will not promise to adopt all the advice that may be given we will be most grateful to our Chinese friends for all the suggestions that they may care to make. Yours Sincerely,

F. J. White

(ENCLOSURE)

A School Of Wife- And Mother-Craft

BY ADELAIDE LYONS

(*World Outlook*)

Li Yu-hsiang was troubled. "I know that our traditions say, 'A hen which crows in the morning means destruction to the household,'" he said to himself.

"But still I wish that some learning might be given to oo-li."

Oo-li means "the inside of the house" and is the only way a polite Chinese may speak—or ever think—of his wife, unless they have children. Then he can call her "the mother of my son."

Yu Hsian looked out over the courtyard where his wife, Mei Ling, sat by the carp pool pretending to embroider, but really gossiping with one of the servants.

"I do not believe that a little foreign learning would make oo-li like the hen that crows in the morning—would make her, how do the foreigners say it? Henpeck. Besides, if she could go to school, she might know better how to care for A-mao, our little son."

A-mao, while his mother and nurse were talking, had slipped into the kitchen and begged a handful of rich, greasy cakes. Now he sat over by the carp pond eating.

"It is not good for the young to eat thus at all hours," Yu Hsiang thought. "The foreign children at my college are fed most carefully and at regular times. And they are more healthy than our babies. I believe that had it not been for too much bean curd cheese at the time of my brother's wedding, Lao Lui, our oldest son, would not have died."

For a long time Yu Hsiang sat thinking. He had been educated in an American college at Shanghai, and now he had the opportunity of going back to the city in the service of the government. But what should he do with Mei Ling? According to custom he would leave her in his old home to wait on his mother while he was away.

"But I want a wife who is more than a dutiful daughter-in-law," he said. "I should like to have the mother of my son go with me. But she would need some foreign learning before she could sit at my table and entertain my guests as the foreign women—and even some of our Chinese women—are doing."

So Li Yu-hsiang determined to find a school where Mei Ling could learn the ways of the foreign women. His mother was opposed to the plan.

"If you give your wife an education, you will become merely a candlestick for a woman," she warned her son.

Mei Ling herself was indifferent. She knew no life except the existence in the inner court where her day was spent gossiping with the other women, embroidering a bit, and having the hairdresser arrange her hair. She did not know how to wish for anything better.

But Yu Hsiang had made up his mind that he wanted a wife who was really a wife, so when he returned to Shanghai he visited a mission school. "I wish to place the mother of my son in your school," he said.

"But we do not take married women," the principal answered.

"I thought part of your work was to train women to be better wives," Yu Hsiang said.

"Yes, but we take them when they are young girls, and train them before they are married. We have not enough room for the young girls who wish to come, so we cannot open our doors to those who are already married. I am sorry, but we cannot make an exception for your wife."

Yu Hsiang went to all of the mission schools in Shanghai, and from all of them he received the same answer, "We do not take married women." He wrote to Peking in the North and to Amoy in the South, but not a single school had room for Mei Ling, the wife of Yu Hsiang.

And that is how it happens that there is no wife in the house of Li in Shanghai—no one but a slave girl from a houseboat on the river. And that is why Mei Ling still sits in the inner court back at home and attends upon the wishes of her mother-in-law and gossips with the servants. That is the reason she allows the native doctor to give A-mao powdered silkworm larvæ whenever he has eaten too many cakes from the kitchen and is sick.

There are thousands of Li families in China—families where the husband is educated and is willing to treat his wife as an equal, but where the wife is untrained for the duties of equality. In the past these wives had no chance for training unless they wished to become Bible women, but now a new school has been opened just for them. Its Chinese name means "Service;" in English it is usually spoken of as the "School of Mothercraft," but it might equally well be called the "School of Wifehood."

There women may go to learn the place of women in the modern home, and they may use their own children for text-books.

It all came about because an American woman named Mary Jones sympathised with these thousands of women who were left behind as their husbands went to school and college and on into professional life.

"Let's have a school for married women," she proposed to her board.

"But what would they do with their children?" everybody asked.

"Bring them along," said Mary Jones.

The idea was too radical for even a progressive mission board to adopt all at once, and Miss Jones had to wait, but she did not forget her plan, and every time she found a woman who was left at home in ignorance while her husband was getting a college education, she told the other missionaries; and every time she heard a young Chinese say, "I wish that my wife might have a chance to go to a mission school," she sent that remark to the board as evidence.

At last so much evidence was accumulated that the board simply had to agree with miss Jones. Now the school has been started just within the gates of the old walled city of Huchow.

As soon as it was opened the women began to come—wives of students, of college professors, of army officers. With them came their children, tiny babies wrapped in many padded coats, little tots of kindergarten age, boys and girls ready for primary school.

The school took them all and sorted them out into day-nursery, kindergarten and regular-school sizes. Each size was given its own place in the school, with trained nurses or teachers in charge.

While the mothers are learning the three R's and all the other R's that there are in China, the babies are cared for by someone else, but after school hours each child stays with its own mother (and that's part of the course of study, you know). At night the child sleeps in its own little white bed in its mother's room.

Those separate beds promised to be a stumbling block.

"Don't you know that in China the whole family sleeps in one bed, and that mothers believe their babies won't love them unless they stay right by them all night?" veteran missionaries asked Miss Jones.

She answered with another question, or rather two of them:

"Aren't we bringing these women here to teach them home sanitation? And don't you believe that it's unsanitary for little children to sleep with grown-ups?"

The veterans still shook their heads and predicted that the school would fail if Miss Jones insisted upon those separate beds, but in the end it was the children who settled the matter in their own way—as children have a habit of doing the world over.

The little tots were so proud of those beds of their own that nothing could induce them to sleep anywhere else.

Of course there are the regular studies of the primary and grammar grades, but that is only half of the school of mothercraft—in fact it's only a third. There are practical studies in food values, the proper diet of children, the necessity for bathing, the keeping of simple household accounts.

Always the women care for their own rooms, and always their own children are sort of experimental laboratories for testing out what the classroom has taught.

All of these things count in grading, but "book-learning" counts for only one-third; the other two-thirds are based upon such matters as self-control, personal hygiene, refraining from gossip, and the moral training of the child.

The whole plan may sound like theory, but it has proved to be very practical theory. Here is one story to show how it works.

An educated lawyer in one of the Chinese cities had a wife who opposed all western learning. All that she asked of the world was plenty of servants. For a year her husband tried to persuade her to go to the school of mothercraft, and finally, just to get rid of him, she said that she would go. It was only three weeks before the close of the term, but the husband was afraid to wait until the next year. His wife might change her mind in the meantime.

So he took her to Huchow at once, and during those three weeks Mrs. Lawyer found out what it was all about. When she went home she conducted such a house cleaning as that old Chinese home had not known for generations. She even insisted upon doing the family washing because the servants could not get the clothes white enough to measure up to school standards.

The next year she took the school prize for general improvement, and now she is working for a regular diploma.

Nobody is more interested in the success of Miss Jones' school than the Chinese husbands, and the men who expect to become husbands.

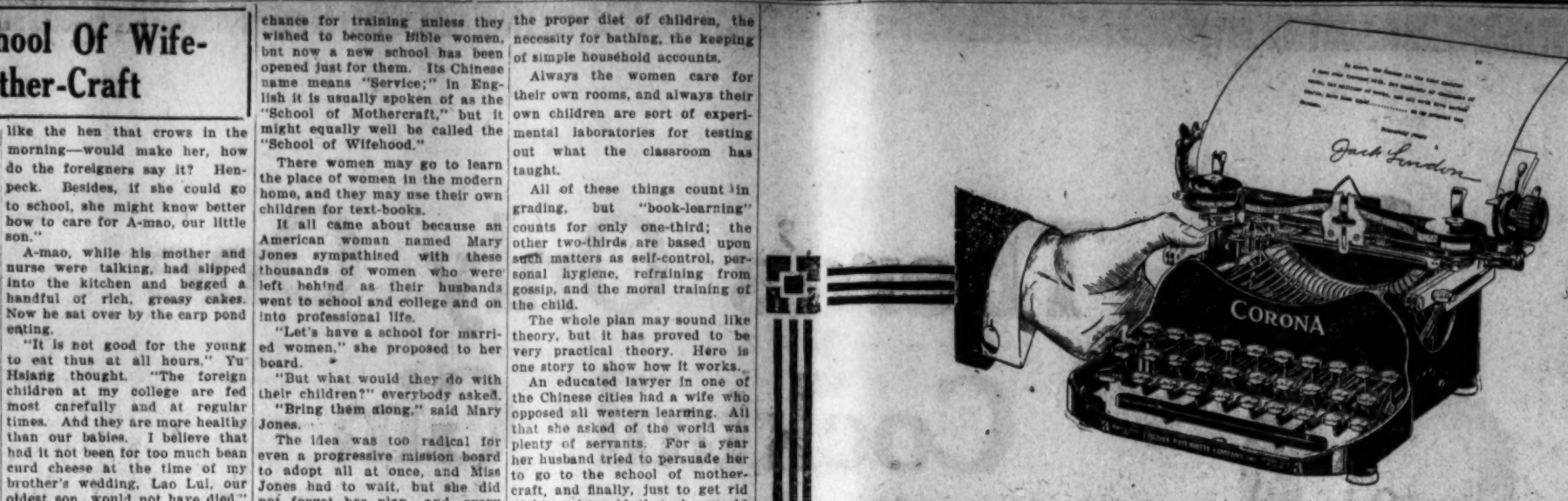
Not long ago Shanghai College asked Miss Jones to come down and speak to them on the usefulness of education for women. She knew that about half of the men in that school were either engaged or married to uneducated women, and she also knew that five minutes of demonstration were worth more than an hour of talk. So instead of preparing a speech she took with her six living posters—three women and three children from the school.

The women themselves did the talking about the results of education, and the feature was so popular that it was repeated before other audiences in other cities. The husband of one woman came to hear his wife speak and he said to Miss Jones:

"I am the happiest man in the city. You have made me a new wife, and she is going to make me a new home."

Those new homes which grow from the school of mothercraft are not going to be mere imitations of the made-in-America variety. Miss Jones has not been content with translating American domestic science into Chinese. All of her teaching is based on first-hand knowledge of living conditions in Chinese houses, and all of her theories are adapted to fit Chinese facts.

The objects of it all is to build up homes which shall be worthy of China's families. For thousands of years the family has been the very foundation of national life, but the family has never had a real home in which to live. That is why Miss Jones, as a first step, is educating the other half of China—which is the mother half.



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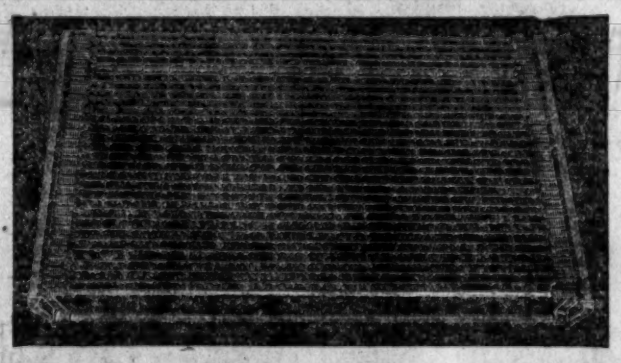

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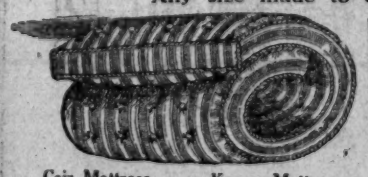

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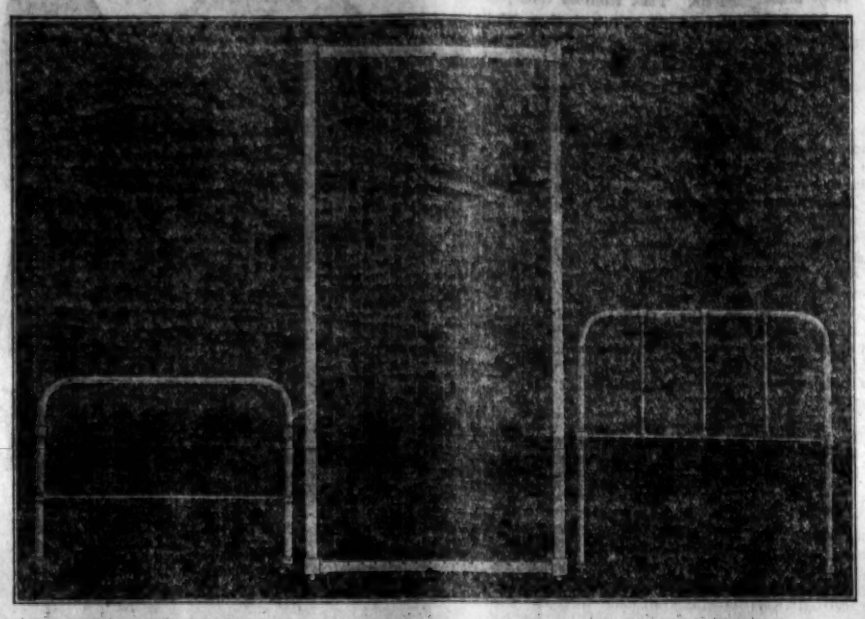

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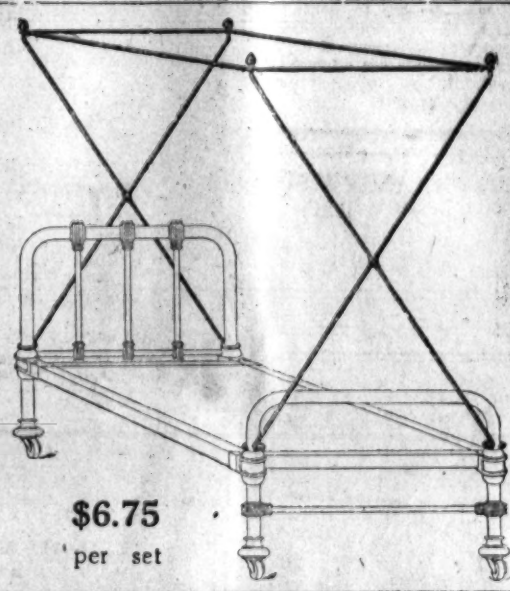

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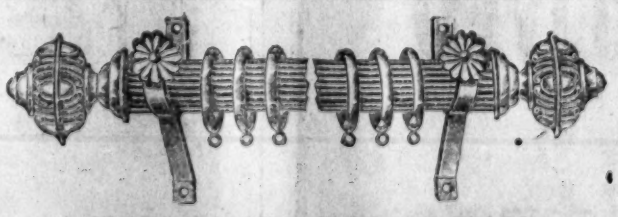

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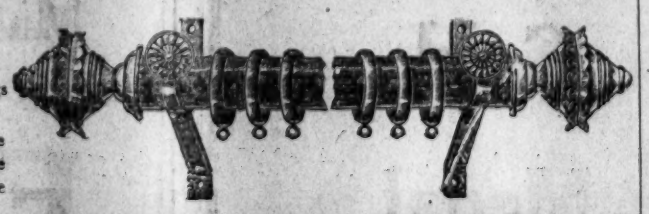

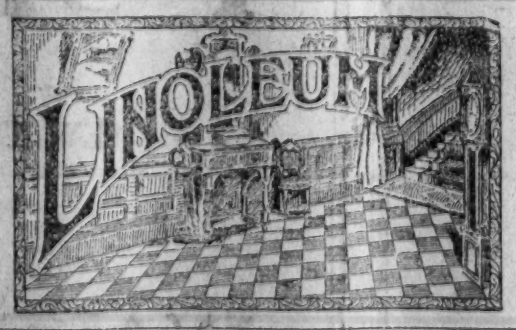

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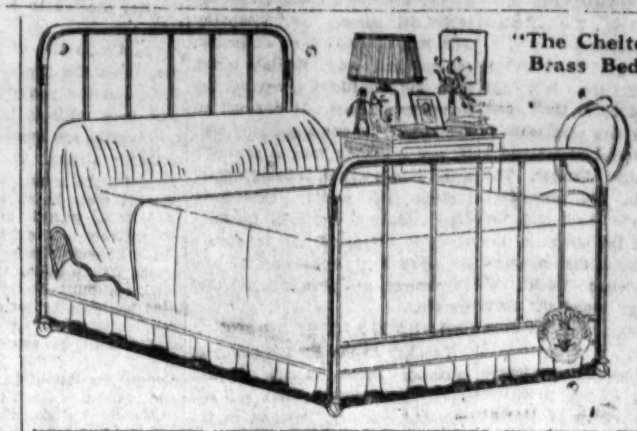

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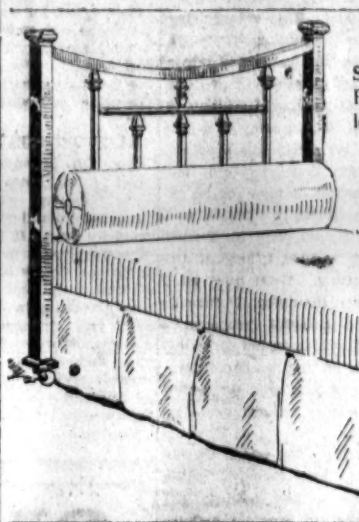

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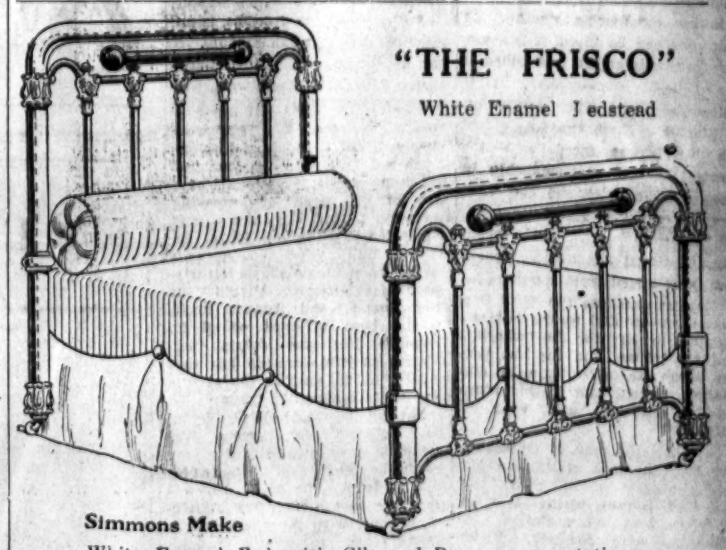

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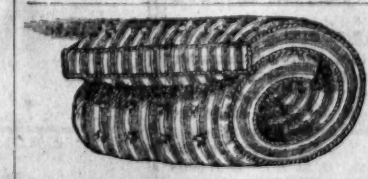

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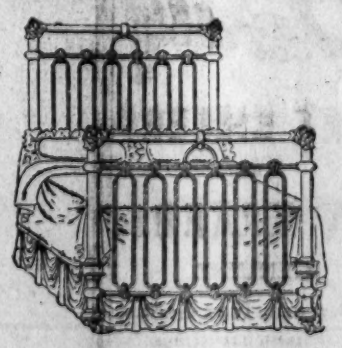

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America Must Take Its Part In Enfranchising Mankind

'It Has Done Splendid Work In Europe When Europe Was Betrayed By Its Own Statesmanship, But This Will All Be Worse Than Useless,' A. G. Gardiner Argues, 'If In The Work Of Redeeming Europe And Of Gathering Harvest Of War It Declines Its Help; It Will Be The Great Refusal Of History'

BY A. G. GARDINER
(Former Editor of the London Daily News)

London, July 7.—It has been my privilage during the last six months to spend much time and travel widely in two continents. I have seen the United States and I have seen Central Europe. The contrast between the abounding prosperity of the one and the stark poverty of the other is the dominant impression that remains. By the measureless wealth of America one may sound the measureless catastrophe that has overwhelmed Europe.

Looking back on the experiences and journeyings of the past few weeks, I have a visibn of Europe as a vast cathedral—a cathedral in ruins. Of this cathedral the eastern aisle, from the Baltic to the Black Sea, has utterly collapsed. The aisle west of the Rhine still stands, but it is split and rent to its foundations. Any blast may bring it down. Between the two aisles is the central nave. It is a broken nave. Half of it stands, shattered and oscillating; the other half, from Austria onward, is a heap of ruins.

The problem of Europe, and the problem of civilisation narrows itself down to one point. Can that half nave be kept intact? Can it survive the general wreckage? If it goes, the western aisle goes with it. The European system will be at an end. The fate of Germany involves the fate of the Continent and of the world.

STATESMANSHIP'S TASK

Before considering whether the half nave can be saved, it is necessary to glance at the root cause of the general catastrophe. It is quite plain, and every day makes it plainer. When the war closed the world was faced with the greatest task of statesmanship in history. The spirit of the task was never better stated than in the immortal words with which Lincoln closed the noblest speech that ever issued from human lips:

"Let us continue the work that we are in—to bind up the Nation's wounds, to care for the fatherless and the widow, and for him who has borne the battle, to make and cherish a just and lasting peace between ourselves and with all nations."

In short, the task of statesmanship was the task of healing. The terrific surgery of four years' war had bled Europe white. It needed peace, rest, reconciliation. Its afflictions were common. Victor and vanquished had alike shared them, and only a common ministry could bring healing to them. Europe was a unit in disaster and it could only be redeemed as a unit.

The vision was not wanting. For the last eighteen months of the war President Wilson had proclaimed it in the ears of the world and he came to Europe to carry it into effect. He failed disastrously. He failed for many reasons but the chief reasons were these. He was stabbed in the back at home, and he was stabbed in the breast in Paris. The French policy of vengeance triumphed. It triumphed because England supported it against the Wilson policy of reconciliation.

TWO FRENCH OBJECTS

The French had two objects, which were mutually destructive. The first and most clamant was not to make peace with Germany, although it was beaten, had dethroned its Kaiser and declared itself a republic; it was to crush Germany, to break it to pieces, envelop it with a "sanitary cordon" of enemies, take away the sources of its power and industry. The second object was to make it pay unnamed thousands of millions of indemnity. It was to be destroyed first and pay afterward. Meanwhile, confident that this miracle could be accomplished, French statesmanship rigorously turned its face away from the tremendous problem of national bankruptcy. In the second year of peace it is raising 25 percent of its expenditures by taxation, and its war debt to England is now to be paid by Germany, after that country (having been destroyed in the mean time) has succeeded in paying France itself.

But before dealing with the devastating results of this tragic policy in Central Europe, there is a subsidiary motive to consider. There was not only Germany to be crushed. There was the Russian Revolution to be crushed. France had great pre-war investments in Russia, and the Revolution seemed to imperil these investments. So, from long before the end of the war, the statesmanship of Republican France, supported by Mr. Lloyd George and Mr. Churchill (Mr. George insuring against failure by periodical spasms of sympathy with Russia) carried on, at British expense and with British tanks, guns and munitions, a war against Republican Russia. It was not an honest war. It was a sneaking war. It was a shabby war, a cowardly war. It was waged, is being waged, through one shoddy adventurer after another—Kolchak, Deniken, K. C. B., Wrangel. It is always denied that we are backing the new adventures, and always found that we are.

POLAND IS KEY TO POLICY

The key to the French policy of crushing Russia (with British money and British guns) on one side and crushing Germany on the other is Poland. This enterprising power, under the tutelage of French Generals, has been converted into a great military Gibraltar to overawe Russia to the east and Germany to the west. It has an army of a million men. Its fields are desolate, its bankruptcy defies analysis, but it has abundant money for buccaneering adventures is Russia, and it will not lack money if French policy wants to turn it against disarmed Germany. Even now, as I found in my inquiries, France is organising a powerful propaganda in Upper Silesia in order to secure the transfer of that coal-field from Germany to Poland and to tighten the economic rope around Germany's neck.

The calamity from which Vienna is perishing, and through which Central Europe has become the wreckage that in previous articles I have attempted to describe, is another result of the same policy. It was not because the Allies hated Austria that its doom was pronounced. The Allies did not hate Austria nor fear it. They even promised that it should not be dismembered. It was dismembered and economically assassinated as a part of the policy of destroying Germany. The German-speaking population of Bohemia, whose industries belonged to Vienna, were cut off from Austria lest German-speaking Austria should be strengthencd, and Austria itself, having been stripped of all its economic life, was refused permission to join Germany lest that country should gain by the absorption of its bankrupt neighbor.

At every point this fatal policy of the political envelopment and economic strangulation of Germany on the ons hand and of impossible and undefined financial demands upon her on the other has bedevilled Europe, with the result that it moves daily to deeper disaster. Half of the European structure is definitely down. The rest is tottering, and if the broken nave goes the ruin will be complete, for France would not long survive the catastrophe.

NO DOUBT ABOUT REMEDY

How is this final consummation to be averted? It may now be too late to avert it; but if there is yet time there is no doubt about the remedy. It is the French policy which has brought Europe to the present pass; it is only by reversing that policy that Europe can be kept as a going concern.

And this reversal is not necessary in the interests of Germany, or Austria, or Russia only. It is necessary in the general interest. France cannot prosper by the ruin of Europe. The recovery of Europe is the condition precedent to the recovery of the reasonable indemnity that France is entitled to. It is the condition precedent to any prosperity in any country. Europe must be saved as a whole or lost as a whole. And the immediate means of saving it is to keep Germany on its feet. It is the last prop standing east of the Rhine. If it goes the whole European roof falls.

The dictatorship of Europe must pass from the hands of Marshal Foch, and the policy that should have been initiated in Paris eighteen months ago must come to full authority at Spa. That conference offers Europe a last chance of rescue. It must be seized boldly if it is to be turned to advantage. An entirely new spirit, the spirit of the Second Inaugural, the spirit of the Wilson policy that Paris repudiated, must be invoked. The time has gone by for dictating impossible terms to an enemy; Germany must be approached as a debtor and dealt with as a debtor. Its liability must be fixed, and it must be fixed, not according to the fanciful rhetoric of demagogues touting for votes, but according to the economic realities of the debtor, ascertained by mutual, expert inquiry. The policy of crushing Germany must go in order that the policy of making it pay may live.

SPA IS ONLY BEGINNING

But Spa is only a beginning. Much bigger things need to be done than Spa can accomplish. The Supreme Council must end. It has lived too long. It has wrought too disastrously. It is an irresponsible junta that keeps Europe in flames. No sooner is one conflagation put out than it lights another. It represents no democratic opinion in Europe. It would be repudiated by the democracy of France as emphatically as by the democracy of England. It has become a mere instrument of Marshal Foch's decrees, with Mr. Churchill (the most universally repudiated man in England) supplying the guns, Mr. Lloyd George supplying the smoke-screen, and Mr. Bonar Law supplying the denials. It is an insult to this country and a peril to the world.

In its place—in place of voters dictating to vanquished and organising wars—there must be a Council of Europe, a council of equals working together for the common salvation. The activities of this Council must merge into and vitalise the activities of the League of Nations. That sublime conception still remains only a shadow. While the French policy held the field it was bound to be a shadow. But if the French policy goes—and the alternative needs no further defining—the League of Nations occupies the field automatically.

MAKE LEAGUE A REALITY

Either the world is to be ruined in organising itself afresh for war, or it is to be saved by organising itself for peace. And only through the League of Nations can that be done. Let the League be made a reality, and the failure of the Wilson policy at Paris will in the future be remembered only as a terrible but temporary aberation of statesmanship that does not obscure the ultimate triumph of sanity and wisdom.

Eut—and this is the last word I bring from the tragic spectacle of Central Europe—America must take its part in the grand enfranchisement of mankind that America began. It has done splendid things for Europe when Europe was betrayed by its own statesmanship. It came to its help in the dire necessities of the war. It has fed its starving millions with a liberal hand. But this will all be worse than useless if in the work of redeeming Europe and of gathering the harvest of the war it declines its help. It will be the great refusal of history. No one to whom the American Common-wealth embodies the noblest achievements of liberty in human records can contemplate the possibility of such a refusal after such a promise.

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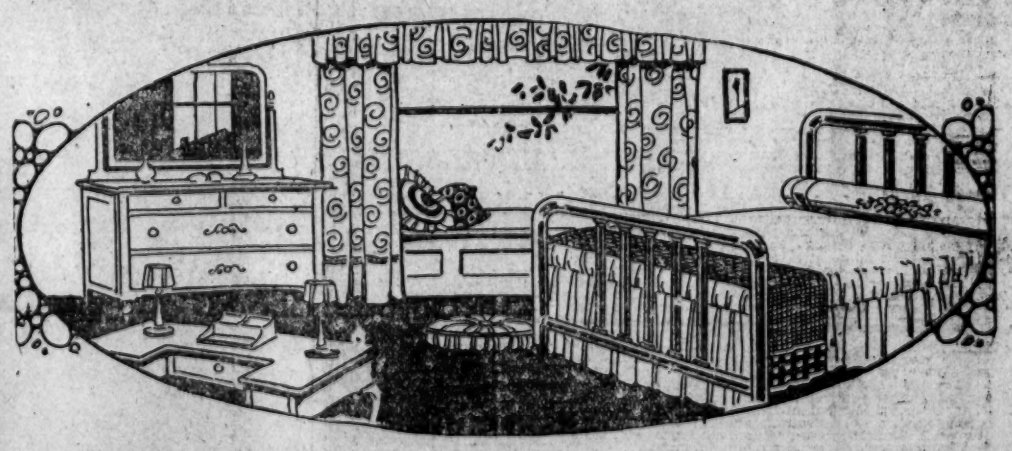

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It Is Simply An Association Which Governs The Affairs Of Its Members

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It Keeps Track Of Shipping And Cargoes And Disseminates Information

Something of the origin and history of Lloyd's, one of the most famous British institutions, the actual organisation of which is understood by few people outside its membership, even in Great Britain, is contained in a report by Leslie E. Reed, the American Consul in London, England. Lloyd's is associated in the minds of most people with the insurance of ships and cargoes and with occasional freak policies, which are in the form almost of bets or wagers. The institution comprises a comprehensive system of reporting the movements of vessels all over the world, so that the position of any particular vessel at any time can be ascertained with comparative accuracy from Lloyd's.

It is at the present time a corporation in form, having been incorporated in 1871 by a special act of Parliament. The corporation as such does not, however, resemble American insurance companies and it does not undertake insurance business. It is interested in the insurance business carried on under its auspices only to the same extent that a stock exchange is interested in the business carried on by its members—that is, the making of regulations to safeguard the interests of the members and of the public.

Lloyd's came into being in the latter part of the seventeenth century. A small group of people in London interested in shipping were in the habit of meeting at the coffee house kept by Edward Lloyd, first in Tower Street, and after 1691, at the corner of Abchurch Lane and Lombard Street London. Ship captains and all persons interested in shipping met in this coffee house, and Lloyd who appears to have been a man of enterprise, took advantage of the opportunity and in 169[illegible] started a newspaper in which he gave a list of the vessels of whose arrivals and sailings he had heard. The newspaper was called Lloyd's List, and with the exception of one thirty-year interval Lloyd's List has appeared ever since, and is still widely circulated in shipping circles.

In 1720, Parliament allowed two marine insurance companies to be established in London. These were the Royal Exchange Assurance Corporation and the London Assurance Corporation, which are at the present time perhaps the two largest competitors of Lloyd's in marine insurance. In 1770 the frequenters of Lloyd's coffee house, whose particular business was marine insurance formed themselves into a more definite alliance, and moved to Pope's Head Alley, taking with them Lloyd's List. In 1774 they removed once more, to the building known as the Royal Exchange. This building was destroyed by fire in January, 1838, and many of the important records of Lloyd's were lost. The building was reconstructed and the present Royal Exchange was opened by Queen Victoria in 1844. Lloyd's has been there continuously since that time.

In 1680 Parliament considered the question of marine insurance, which, until that time, had been entirely in the hands of Lloyd's and the two marine insurance companies mentioned above. A parliamentary committee recommended that this monopoly be abolished, but the House of Commons decided that Lloyd's had rendered a great service to the country during the Napoleonic wars by supplying the Government with informtion in regard to maritime matters and, with the two other companies, by insuring the arrival in that country of merchant ships and their valuable cargoes. The House of Commons subsequently resolved that no alteration should be made in the situation, but in 1820 an act was passed permitting marine insurance to be effected by any one, under certain regulations. Since that time many other marine insurance companies have arisen.

Lloyd's was incorporated in 1871, having been since 1811 an association. In 1911 an act of Parliament extended the scope of the corporation and defined its objects as follows:

The carrying on by members of the society of the business of insurance of every description, including guaranty business.

The advancement and protection of the interests of members of the society in connection with the business carried on by them as members of the society and in respect of shipping and cargoes and freight and other insurable property or insurable interests or otherwise.

The collection, publication, and diffusion of intelligence and information.

The doing of all things incidental and conducive to the fulfillment of the objects of the society.

The corporation itself does not issue any insurance policies or assume any liabilities under them. All the underwriting business at Lloyd's is transacted by the individual members of the society each of whom carries on his business for his own account and risk either himself or through an authorised underwriting agent, the general practice being for several members, in association but not in partnership, to carry on their business through a single agent who underwrites and acts for the whole group.

The corporate affairs of the society, as distinguished from the individual underwriting businesses of the members, are managed by the committee of Lloyd's which is elected from and by the general body of members. New members are chosen by the committee, which inquires into the status and financial responsibility of every person nominated as a candidate for election. Every member is legally liable to the full extent of his means—in other words, his liability is unlimited. The following statement describes the financial responsibility of members, as given out by one of the officials of Lloyd's:

All candidates for admission to underwriting membership have to deposit with the committee such security for their underwriting liabilities as the committee, in its discretion, may think fit to require. The security, which is always in the custody of the committee, consists of approved first-class investments. These investments amount, at the present time, to upward of £4,000,000 (approximately $20,000,000.) and are supplemented by guarantees in accordance with the requirements of the (Government) Board of Trade. The investments are held by trustees, of whom the society itself is one, and are subject to trust deeds which make them exclusively available for the discharge of underwriting liabilities contracted at Lloyd's.

In addition to a member's own means and to the security which he has furnished, holders of Lloyd's policies are further protected by the fact that every member of Lloyd's must furnish annually to the committee a certificate by a public accountant approved by the committee (in a form approved by the Board of Trade) that his underwriting assets and security are sufficient to meet his liabilities, and that his premiums are placed in trust, in accordance with the provisions of a trust deed approved by the Board of Trade. Since 1910 these obligations have been imposed by the Assurance Companies act, 1909, upon all members who transact any fire or accident insurance business, but they were in force at Lloyd's before the passing of that act. The form of audit certificate is set out in the rules made by the Board of Trade under the Assurance Companies act, 1909.

Until July 1, 1910, when the Assurance Companies act came into force, the Legislature had imposed no statutory restrictions or conditions to the carrying on of fire or accident insurance business. Life assurance and employers' liability insurance business had been subject to such restrictions and conditions, the former since 1870 and the latter since 1907; the requirements being briefly the furnishing of security in the form of an invested deposit, the publications of accounts and the like.

The Assurance Companies act of 1909 repealed the previous acts and consolidate all the regulations in one act. It provided that underwriters engaged in fire, accident and other non-marine business should furnish the following securities in respect to each separate year's business:

1. Unlimited personal liability of the underwriter.

2. A sum of money secured by a trust deed and certified by independent auditors at the end of each year, sufficient, in the light of experience, to satisfy the liabilities undertaken by the underwriter in that year.

3. A separate guaranty or cash deposit for an amount equal to the aggregate amount of the premiums received in that year on fire and other nonmarine business to be available for the payment of claims thereon should the above trust funds and all other assets of the underwriters become exhausted. This guaranty is not a running guaranty for each year. The guarantors are Lloyd's underwriters, who are jointly and severally liable up to the full amount of their subscriptions, the amount of each guarantor's subscription being limited by regulations of the committee.

Lloyd's is engaged in various activities for the protection of the interests of its members in respect to shipping, cargoes, freights and other insurance businesses. It has established signal stations and wireless stations at many important points on the coasts of the United Kingdom and abroad. There is a Lloyd's agent or subagent at every port in the world who reports movements of vessels and any casualties in his district. Reports of casualties which are received at Lloyd's are announced by the ringing of a bell, known as the Lutine bell, placed in a very prominent position in the general room. In the Royal Exchange is also maintained a captains' register, showing the services of every master in the mercantile marine, and much confidential information of great value to underwriters is collected in the Secretary's office for the benefit of members and subscribers of the corporation.

New French Ambassador To Germany

Dr. Charles Laurent, who was recently appointed French Ambassador to Berlin upon the resumption of diplomatic relations between the two nations.

YOU MAY TALK—YOU MAY DREAM

BUT WE DON'T THINK THAT YOU REALIZE WHAT GENUINE BARGAINS WE ARE OFFERING AT THIS GREAT

CLEARANCE SALE

ONLY ONE MORE WEEK

These shoes are going and going fast. There is a reason.

Read these prices. They are convincing

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BLACK OR TAN SHOES WHILE THEY LAST

$8.50 a pair

ALL WHITE BOOTS AND SHOES REDUCED 33⅓%

WALK-OVER SHOE STORE

— 24 NANKING ROAD —

BLACK OR WHITE SILK HOSE

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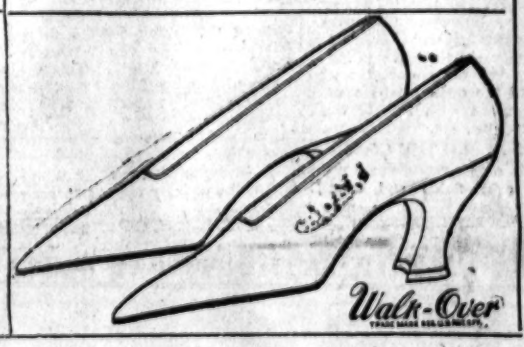
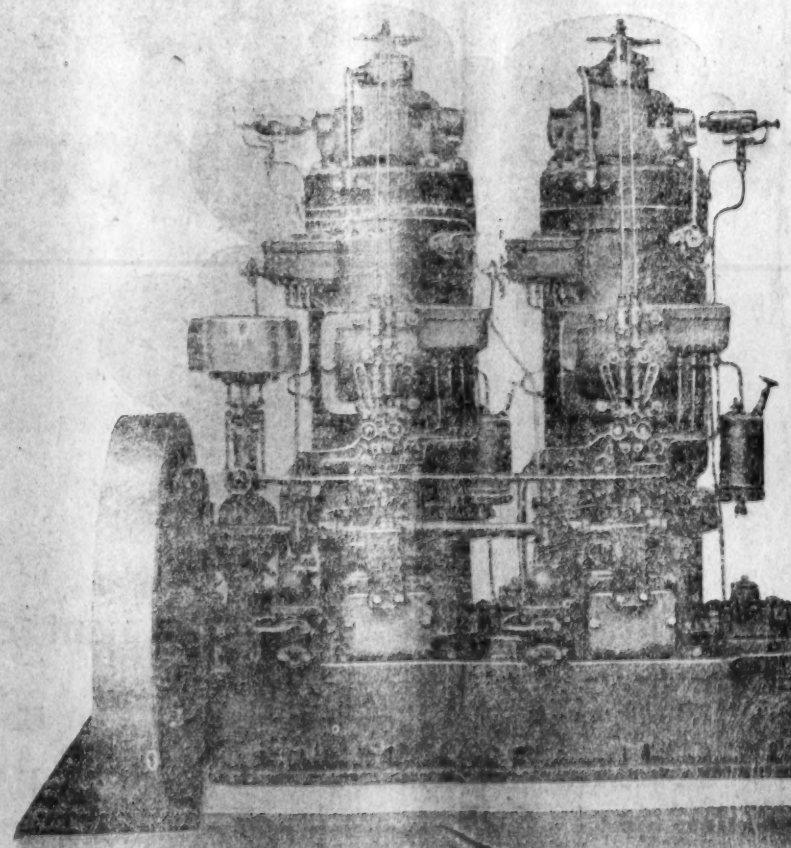
PATENT OR KID PUMPS

FIFTY STYLES

$6.50 and $8.50 a pair





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FLYING TO LONDON FROM AMSTERDAM

A 2½-Hour Trip By Air Which Takes 16 Hours By Boat And Train

FOLLOWS COAST TO CALAIS

Sailing Over Frontiers Without Formalities Appreciated By Travelers

The Hague, July 1.—Amsterdam to London in two and a half hours is an aeronautic dream at last realised, thanks to the Netherlands and Colonial Royal Aviation Company, which has had the initiative to start a service for passengers and goods. Not being able to acquire suitable Dutch airplanes, but not wishing to be left behind in the aerial network now commencing to stretch like an octopus over the whole of Europe, arrangements have been made with the British Airco Company (Aircraft Transport and Travel, Ltd.) for a thrice weekly service between Amsterdam and London.

Having important despatches for The New York Times, and learning that the delay in telegraphic transmission from Amsterdam to London was fifteen hours, I found that there was accommodation in the Airco airplane leaving that morning and decided to beat the telegraphic wire by airplane.

At 10:15 a.m. the special automobile which meets The Hague and Rotterdam train left Amsterdam station, and a little before 11 we arrived at Schiphol airdrome, where two machines were waiting, the Airco 9, a closed limousine, and Airco 16, an open machine, both ready to start.

Passports and luggage were soon examined. The luggage was then weighed, as each passenger is allowed only 5 kilogrammes (approximately 10½ pounds) free luggage, although the company undertakes to forward trunks and heavy luggage. The pilots, two breezy young Britishers, soon appeared equipped and ready to start, and the passengers who preferred the open machine were also equipped with leather caps, coats, goggles, etc.

COURSE ALONG THE COAST

Within a few minutes we were soaring over fields and canals. Leaving the North Sea and the dunes on our right, we passed the old university town of Leyden, The Hague with its Carnegie Palace and Scheveningen with its splendid beach, after which we approached the Dutch coast with its many islands, estuaries and inlets, over the mouth of the Scheldt, which has been a bone of such contention between the Dutch and the Belgians. Keeping close to the coast line, where the continuous sandy beach affords a fairly good landing place if necessary, in three-quarters of an hour we had reached Flushing and were soaring toward Belgium and Zeebrugge. Passing the Dutch-Belgian maritime frontier and the Wielingen Channel, which is at present the cause of the breaking off of the Dutch-Belgian negotiations, the strategical importance of Wielingen and Belgium's rights of sovereignty are fully appreciated.

A birdseye view of Holland makes the country appear nothing but waterways and canals, in fact one wonders how the people keep dry, and the wonderful feats of drainage and reclaimed land are fully realised. One is reminded of the story of the little boy who saved the dike by putting his hand in the hole till assistance came.

For any one who has traveled in Europe much during or since the war it was a novel and delightful sensation to have crossed a frontier without being pestered by frontier and customs officials, to avoid the frequent passport formalities, the waiting about for hours in queues, and consequent loss of time and patience to which travelers are subjected nowadays.

Within an hour Zeebrugge had been reached, where during the war, especially the latter part, allied air raids were a daily, often twice daily, occurrence. Our pilot kindly came down from about 4,000 to 2,000 feet so that Zeebrugge with its two kilometer mole and naval significance during the war was laid out like a map before our eyes. The hull of H. M. S. Vindictive, which was sunk by the British at the mouth of the harbor after the memorable raid and naval battle of April 23, 1918, was plainly visible, as well as the masts of other sunken vessels, the sluicegates and basins so valuable to German submarines, and the concrete hiding places for the latter.

CROSSING FROM CALAIS

From Zeebrugge we continue along the coast, a continuous line of unrelieved sand dunes; passing Ostend, already largely rebuilt, we reach Nieuport and on to Dunkirk and Calais, another passed frontier without any formalities. At Calais our pilot made a sharp turn and commenced to cross the British Channel, and in fifteen minutes we were above the white chalk cliffs of Dover and flying over Dover. Here the landscape was a complete change and contrast to that left behind on the other side of the Channel, the rich, fertile country of Southern England being cut up into little green squares, surrounded by hedges. These squares seemed to be about the size of a handkerchief from above.

Half an hour's flight and the Crystal Palace is seen glittering in the sunlight, and soon the Croydon Airdrome is clearly visible below us. The pilot, shutting off the motor, makes a sign that we have arrived. Below everything is in readiness to receive passengers, and the customs and passport formalities require only a few minutes. A Paris machine had arrived a few minutes before us. Soon we were driving toward London, having crossed two frontiers and having accomplished a trip in two hours and a half which consumes sixteen hours by boat and train.

A glance at the map will show that the route taken is a good deal longer than a straight line across the North Sea would be (142 miles Harwich to Rotterdam). There are, however, two reasons for choosing this longer route, first of all the coast line is considered safer in case a forced landing were necessary and, secondly, a landing is planned at Ostend within a few weeks.

It is more than likely that this line will run in conjunction with the regular aerial mail air service between the two countries now under discussion, when a daily flight will be made. When this is working a business man will be able to dictate a letter before luncheon in Amsterdam and have it delivered in London before dinner the same night. The cost of a letter not exceeding one ounces will probably be about two shillings English money. The Dutch post office at The Hague, Amsterdam and Rotterdam will make the necessary arrangements for the delivery of express correspondence by special messenger between 3 and 7 p.m., and the outgoing mail will reach Croydon about 3:30 p.m., and will be delivered in London about an hour and a half later.

The Netherlands is somewhat behind the times in the construction of aerial traffic, especially as during the war it was not possible to import the necessary raw material owing to the blockade. Many pieces are, however, imported from Germany and put together here. I am informed by one of Holland's best airmen that the only possibility of assuring any future activity in airplane construction in Holland is for the military authorities to grant a liberal subsidy, going on the theory that airplanes could always be adapted in time of war.

The Netherlands and Colonial Royal Aviation Company has plans laid out for a far-reaching and extensive service even including the colonies and Dutch East Indies.

Atlantic City Electrified By Shanghai Men In Ricsha

When Messrs. George Treadwell, Secretary of the Shanghai Rotary Club, and J. E. Doyle of THE CHINA PRESS went to Atlantic City as delegates to the International Rotary Club meeting they carried with them what proved to be the biggest sensation of the meeting—a Shanghai ricsha. In the picture above, which was taken at Atlantic City while the Rotary convention was in progress, Mr. Treadwell is seen in the role of ricsha coolie with Mr. Doyle as passenger.

RED-BLOODED MEN ARE NEEDED TO-DAY

The great crises in history have been dominated by red-blooded, virile men and women. The weak and thin-blooded lack the strength, vitality or force to meet the situation.

Thin blood is a serious handicap but one which may be overcome. Once the blood becomes rich and plentiful all the attending symptoms, such as headache, indigestion, dizzy spells, palpitation of the heart, sleeplessness, chills and nervousness, will disappear. The way one man overcame anaemia is best explained in his own words:

"In 1917 when so many men were called upon to do double work because the younger men had been called across the sea to the Great War I found myself so overworked that in a few months I broke down completely," says Mr. John A. Gordon, No. 651 East Sixth street, Parkersburg, U. S. A.

"I was almost as pale as a ghost and my nerves were in a terrible condition. I became excited easily and would twist and turn all night long. When I did get to sleep I would awaken suddenly from bad dreams. My appetite was poor and I suffered keenly from indigestion. So badly did I feel that I thought I would never get well again.

"I had always heard a great deal about Dr. Williams' pink pills and finally decided to try them. The first bottle of pills helped me and with this encouragement I continued the treatment. Gradually I gained control of my nerves and now I am all right. I sleep well at night and feel refreshed. My colour is good and my strength has returned and I can do my work without any extraordinary effort. I strongly recommend Dr. Williams' pink pills to all who need a tonic."

Dr. Williams' pink pills are a specific for building up thin blood, making it rich and red. Red blood gives strength and vitality, it enables the body to resist disease and expels harmful germs that have obtained entrance to the system. It is of the utmost importance in time of epidemics to keep the blood toned up and the body's defenses in good order.

Dr. Williams' pink pills are sold by all druggists, or direct from the Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai, at $1.50 the bottle; $8.00 for 6 bottles, post free.

"GOLD FLAKE" CIGARETTES

An Old Friend — in new Surroundings.

Announcement

We beg to announce the arrival in China of a shipment of "GOLD FLAKE" cigarettes from England.
Gold Flake brand has not only been a favourite at home but won great popularity on the Western Front during the War.
We feel sure that our friends in China will be pleased with this new arrival which has so decidedly proven its good qualities.

Signed—
British-American Tobacco Co. (China) Ltd.

Sold By The Leading Tobacconists

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Ports AND Sherries

We have just received a small shipment of *Home-bottled* Ports and Sherries from the WORLD-FAMOUS house of KOPKE, the oldest firm of Port Wine Shippers in England. Established 1638.

Telephone Central 205 for Prices

GANDE, PRICE & CO., 48 Kiangse Road

TOURIST RUSH FAILS THE SWISS

But They Look Forward To A Number Of Summer Visitors At Famous Resorts

WAR RED TAPE HANGS ON

Living Cheaper Than In Neighboring Countries—Hotels Turned To Other Uses

Berne, June 3.—The majority of the Swiss hotels have been redecorated, and are ready to cater to the tourists who are expected to arrive in July and August. So far there are very few of them in Switzerland, since the departure of a large number of English people who left in April after the skiing season was over. The train service has been improved and put on a new Summer schedule from June 1, and the steamboat service on the lakes will commence on June 20. In pre-war days it was much earlier, generally about the middle of May, and the delay is caused by the scarcity of coal in Switzerland.

The cost of living in this country has increased 150 percent since August, 1914, but it is still considerably less than in the United States, England or France. French families come to Geneva and Lausanne and live there cheaper and better than they can in their own country, in spite of the big difference in the rate of exchange. There is plenty of meat, poultry, eggs, cheese, butter and good milk to be had, and the people generally have sufficient good food.

The large caravans of excursionists which poured into Switzerland from England, France and Germany before the war are not expected for many years to come, as the cost of traveling and the rate of exchange are too high. Numbers of small hotels on the outskirts of Lucerne, Geneva, Montreux, Lausanne, have been closed, as there was nothing for them to do. The famous Schwitzerhof at Schaffhausen overlooking the falls of the Rhine, which was thronged with Americans every Summer, has been converted into a boys' college for the same reason. The picturesque town of Interlaken at the foot of the Jungfrau, which depends entirely on its hotels, is empty, but there will probably be a number of visitors this year during July and August from America and England. During the last three years of the war these hotels were filled with interned French and Belgians, and suffered considerable damage from the wear and tear of men who were not accustomed to living in such palatial quarters, and did not take proper care of the furnishings, walls, polished floors, etc. The proprietors have been busy all winter painting and renovating the rooms to have them ready for the Summer. The British and the French were interned in the same way in hotels around Montreux and Lausanne, and some small places on the borders of Lake Geneva. The Germans were interned in Lucerne, which is the center of Switzerland.

More American business men are now visiting the big cities—Berne, Geneva, Zurich—than have ever been known before. They are here to buy silk watches, optical instruments, etc. The hotels in Zurich are full nearly all the time.

The Swiss hotel keepers say that they have not made fortunes during the war by any means, and if an examination of their books and those of the shopkeepers were made for the last six years it would show a decrease compared with the previous six years from 1908 to 1914.

The first two years of the war there were very few foreigners in Switzerland and the hotels were empty with the exception of Berne, it being the capital and always had a certain number of diplomats and Government officials from other countries who stopped at the Bellevue and the Bernerhof. The Swiss people are requesting their Government to take some steps in regard to the tedious delay incurred at the frontiers by passengers entering the country, which is caused chiefly by the redtape methods of the French and Italian customs officials, who search the baggage and frequently the persons of the travelers, to make sure that they are not carrying away any gold or silver coins or more than 1,000 francs in notes.

An American business man who arrived at the French frontier station Delle three days ago with 20,000 francs in notes had them taken from him by the officials, who gave him 1,000 francs and a credit note for the balance.

The same delay occurs at Bellgarde and other frontier stations, and is worse on the Italian side, where passengers are liable to be sent back if their passports are not properly stamped. The Swiss Customs do not mind what money is brought into the country so long as it is good money but they make a strict search of all baggage for Bolshevist literature and the passport officials take every possible precaution to prevent agents of the Soviet Government from getting in. These undesirables, however, are fully aware of the lookout that is being kept for them and do not attempt to pass the Swiss frontier at any of these well guarded stations. It is only tourists and business men, therefore, who suffer from the delay caused by these examinations.

The Swiss railways will have competent interpreters at these stations to assist Americans and English people who do not speak the language and the Foreign Minister is conferring with the various legations to have the examinations at the frontier modified before the rush of tourists begins to arrive early in July.

It is a good time for Americans to visit the country in comfort, as the hotels will not be crowded and there is a seat to be had for every passenger traveling on the railways. The observation cars and dining cars are in operation and there are sleepers on all the through trains to and from the principal points in France, Holland, Belgium, Italy and Germany. Berne is said to be the only capital in Europe at the present time which is not crowded with strangers, and where hotel accommodation can be had without trouble. The people of the Bernese Oberland, finding out during the long war that they could no longer depend upon the tourists coming to visit their section of the country, looked about for some other occupation and decided upon manufacturing a very fine quality of soft fancy leather. The venture proved to be very successful, and the artistic looking purses and handbags, which have been made from this new leather, are considered to be the latest fashion and are in great demand everywhere.

One great advantage to foreigners visiting Switzerland is that the prices of the articles displayed in the shop windows are all marked in legible figures and they are the same as those paid by the Swiss people, who resent the 200 percent increase placed on their goods by German shopkeepers to strangers.

The working classes and also school-teachers and all Federal employes have had an increase in wages which enables them to live comfortably with their families, but there is a great deal of the discontent that prevails among the masses all over Europe. They complain of the high cost of living and want more pay. Strikes have occurred frequently during the last year in Zurich, Lucerne, Geneva and other cities. Agenas of the Soviet Government have managed to evade the guards at the frontier and introduced quantities of its pernicious pamphlets depicting the glorious future for labor when capitalism is abolished, which has had a great deal to do with the dissatisfaction now existing in Switzerland. The manufacturers have their own grievances because numerous speculators, who had accumulated fortunes during the war, went to Germany and bought up all the furniture for houses and office buildings they could find, and shipped it into this country, where it was sold profitably at a lower price than the homemade article, because of the depreciation of the German currency. The wholesale shipment of these goods from Germany injured the trade of the manufacturers in Switzerland to such an extent that they protested to the Federal authorities, and a ruling was made prohibiting further importations of this character.

The Swiss are temperate in their habits and drink light wines or beer in moderate quantities with their meals and consume very little spirits. The working classes drink a good dark beer that sells at 5 cents a glass, and in the cold weather they indulge in a strong liquor distilled from potatoes, called "Batzi-wasser," which is said to be a very good name for it, judging from the after effect upon those who indulge too freely.

Hampson Gary, the new Minister of the United States to Switzerland, arrived here on May 29, and will take up his quarters in the legation in a few days.

The British Government has as much red tape as any of the other powers represented in this country; for example, all persons who wish to pass through Cologne on the way to Belgium or Holland have to go to Zurich to get their passports specially stamped at the British Consulate. This causes a great deal of delay and trouble to people who have to go from Geneva, Basle, Berne and other cities to Zurich for this purpose.

I made an application at the British Legation here for permission to pass through Cologne on the way to Brussels, and was informed by one of the secretaries that they had not the power to grant it, and I would have to go to the passport officer in Zurich. In addition I could not get my passport stamped for Belgium at the consulate, until permission had been received from the British authorities, because I was going via Cologne.

The United States Government does not require any special vise on passports for persons going to Belgium, which is also occupied territory, but the French require travelers to have their papers stamped for Wiesbaden, and the territory under their control.

Business conditions in Switzerland generally are good, and the chief manufactures of fine linen laces, embroideries, watches, silks and electrical machinery are flourishing and doing a good export trade with America, England, Holland and the Scandinavian countries. Germany was formerly one of Switzerland's largest customers, but the trade has dwindled down to nothing now through the overwhelming difference in exchange. The same thing also affects to a considerable extent the export business with France and Belgium.

The city of Zurich, which was full of spies and agents of the belligerent countries, is now the center of the Communists in this country. A letter addressed to their leader Hertzog from Ammersfort, Holland, which was intercepted by the Government, contained the information that the Communists of the European countries, with the exception of Russia, intend to hold a conference in Stockholm some time this month, for the purpose of deciding upon their future line of action in connection with the Bolshevist movement in Europe. Following this conference a number of delegates from the different countries, including, it is said, the United States, will go to Moscow to confer with the Soviets with the object of planning a strong campaign, among the world's workers, to overthrow the governments and crush capitalism.

The European police are aware of this movement, and are taking special precautions at the frontiers to prevent the Communists from getting through, and on this account the examinations of travelers arriving by trains and steamers take longer even than they did during the war. The names of the leaders are known, and their movements are being watched everywhere; but so far the exact dates for the conferences at Stockholm and Moscow have not yet been ascertained. Hertzog has left this city for Ammersfort, to confer with the leaders of the Communists there, and will go with them to Stockholm. It is expected that the meeting in Moscow will take place some time in July.

That Awful Backache Banished as if by Magic

At last a remedy has been discovered that gives almost immediate relief in the painful forms of kidney trouble, and effects a certain cure in practically all cases of rheumatism, gout, sciatica, lumbago, stone, gravel, and even the terrible Bright's Disease. This remedy—De Witt's Kidney and Bladder Pills—dissolving in the stomach forms an antiseptic solution which washes out the kidneys and bladder, and restores them to their healthy normal activity in passing the impurities from the blood out of the body. These impurities, in the form of uric acid, if allowed to accumulate in the blood, cause rheumatic and dropsical pains, backache, constipation, weakness, and depression—all of which symptoms lead on in time to the more severe and deadly forms of kidney disease.

HERE ARE SOME WARNINGS YOU SHOULD NEVER NEGLECT—

Headaches, bad breath, and nasty taste in the mouth first thing in the morning—tired, nervous weakness and irritability, swollen feet and limbs—rheumatic pains and stiffness of joints—backache, irregular action of bowels or bladder—urinary weakness, irritation or scalding, burning discomfort. Any of these symptoms mean kidney and bladder trouble.

DO YOU REALISE YOUR DANGER?

These symptoms may mean incessant tortures of rheumatism—wearing out, stabbing backache (lumbago). Gout that cripples and deforms. Bladder inflammation or gravel that cause such excruciating pain, or the deadly Bright's Disease.

TREAT THESE WARNING SYMPTOMS NOW.

There is one remedy whose honest merit the experience of thousands of kidney sufferers has proved—a remedy that is harmless and safe for old and young alike—that hardly ever fails to cure completely and to cure permanently—

DE WITT'S KIDNEY AND BLADDER PILLS.

This is not a feeble quack remedy; it professes to do nothing that is not amply proved in 99 cases out of a 100. Many so-called "Kidney Pills" merely regulate the bowels. De Witt's go straight to the root of the trouble—the kidneys and bladder. Relief from pain is positively guaranteed within 24 hours of taking De Witt's Kidney and Bladder Pills, and a blue tinge in the urine caused by one of the antiseptic ingredients proves to you, for your own satisfaction, that the healing properties have actually passed right through the kidneys and bladder.

Mrs. Wykes, of 23, Victoria-street, Nuneaton, said in 1913:—"For over eleven years I suffered with terrible kidney trouble and most acute backache pains. At various times through this long period of suffering I have been in a very bad condition, pains striking me across the back and loins. To stoop was torture, and every action was a trouble. It was just as if a vice had got hold of me and was screwing me up. I tried many remedies, first one and then another recommending me to different things, but nothing seemed to touch my case. During the early part of 1913 I heard of De Witt's Kidney and Bladder Pills, and determined to give them a trial. I am thankful I did, because I seemed to gain relief after the very first dose. I got another 2s. 9d. box from Mr. Baker's shop in Abbey-street, and felt much better. I got brighter and more active, and in fact felt a different woman. I intended to make a good cure of my case, seeing that I was getting so much relief, and I am pleased to say that I have done so, because for the last twelve months I have been absolutely clear of my old complaint and have not had the slightest trace of any kind of backache."

Mrs. WYKES, (from Photo).

Nearly three years afterwards—April, 1916—Mrs. Wykes said:—"De Witt's Kidney and Bladder Pills did me permanent good, there is not the slightest doubt about that; I always recommend them with a strong feeling a gratitude for what they have done for me."

With this splendid testimony in mind, can you continue to suffer without giving De Witt's Kidney and Bladder Pills a trial? For rheumatism, gout, lumbago, sciatica, bladder pains and inflammation, stone, and Bright's Disease they are absolutely unrivalled. They never fail to give relief. Within 24 hours the relief from pain and a certain blue tinge in the urine show that they have passed right through the kidneys and commenced their work.

Many women, with all the strain of housework and motherhood, suffer pains and weaknesses that make depressed and irritable, and yet are content to go on suffering until the weakness has gone too far, when they pay for their neglect with the tortures of a deadly disease.

Those dark circles under the eyes, bad breath and nasty taste in the mouth, weary, stabbing, dragging-down backache pains, headaches, swollen and rheumatic limbs are the warnings of deadly kidney complaints. Do you know that Bright's Disease causes thousands of deaths every year?

Delays are dangerous. As soon as the first symptoms begin to show themselves you should treat them, with a remedy that has cured thousands of chronic cases, the remedy that thousands of people are taking to-day, the only proof cure for kidney trouble—De Witt's Kidney and Bladder Pills.

These are the words of Mrs. Briggs, of 2, Park-lane, Hayes, End, Middlesex:—"I owe my life to De Witt's Kidney and Bladder Pills; they made me a new woman."—Mrs. Briggs says that after a severe chill her kidneys became inflamed.

KIDNEY & BLADDER

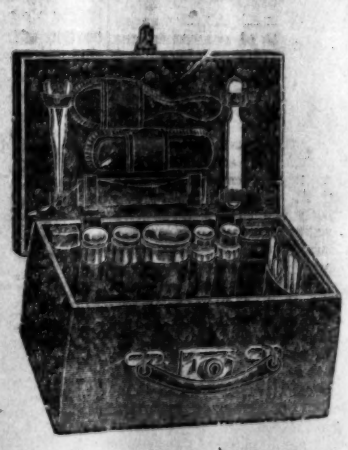
De Witt's Pills

When you buy the pills, be sure they are De Witt's in the red boxes printed in red and gold, with the red wax seal on the bottle. Give them a fair trial, and prove for yourself what relief they bring. If you would like any further information on this case send a post-card to the makers:—E. C. De Witt and Co. Ltd., Laboratories, E. Croydon, England. De Witt's Kidney and Bladder Pills are sold by Chemists and Storekeepers everywhere in every part of the civilised world. If you have any difficulty in obtaining genuine De Witt's Kidney and Bladder Pills with the red seal on the cork, write to The Shanghai Dispensary, Foochow Road, Shanghai.

WEEKS & CO., LTD.

For High-Class Travelling Requisites

London-made
SUIT CASE
Best Hide, wtih leather-capped corners
22 in. $58.00 $79.00
26 in. $65.00 $82.00
28 in. $79.00 $118.00



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Ladies' Fitted Cases
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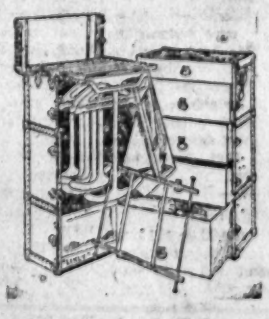

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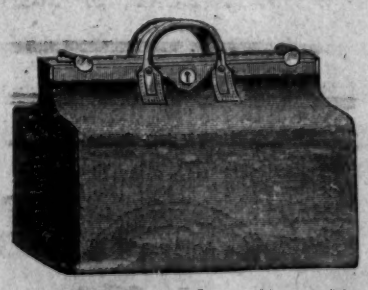

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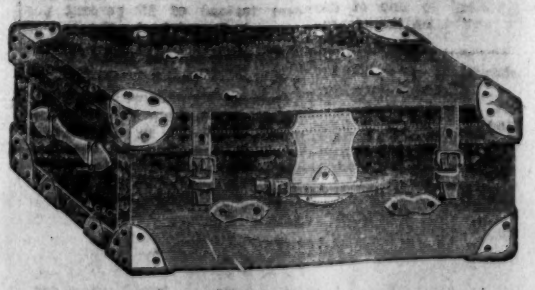

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WEATHER

The typhoon pushed by the high pressures of the North, continues to incline to W-N-W, threatening the Bungo channel, and Kinsin. It may even invade the Yellow Sea, and raise rough or stormy weather, between the mouth of the Yangtsze, Shantung and Korea. Hot weather; local thunderstorms.

Today's Church Services

Holy Trinity Cathedral.—8 a.m., Holy Communion (also in Bubbling Well Chapel). 10:30 a.m., Mattins and Sermon; Psalm 65; Lessons, Micah xi., Ep. to Philemon; Hymns, 373, 222, 299, 419; Preacher, The Dean. 6 p.m., Evensong and Sermon; Psalm 66; Lessons, Micah vii., Matth xviii 15-end; Hymns, 193, 360, 298, 207; Preacher, The Sub-Dean.

St. Andrew's Church, Broadway.—10:30 a.m., Mattins, Holy Communion and Sermon; Psalm 65; Lessons: Micah vi., Philemon; Hymns, 193, 207, 184, 308; Preacher, Rev. J. R. Wilson, M.A. (of Kweilin).

Union Church.—11 a.m., Preacher, Rev. Paul Hutchinson; Chant 104; Hymns 677, 380, 441, 51. 6 p.m., Preacher, Rev. A. E. Evans; Chant 32; Hymns 548, 688, 554.

St. Joseph's Church.—Masses at 6, 7:30, 9 a.m. At 5 p.m. Benediction of the Blessed Sacrement. Masses on week-days at 6, 7 a.m.

Shanghai Free Christian Church. The services of the above, which will be held in the hall of the China Inland Mission, 9 Woosung Road, will be conducted as follows: Morning 11 a.m. by Rev. A. E. Evans; Evening 6 p.m. by Rev. G. W. Gibb.

Christian Science Society of Shanghai, Masonic Hall, The Bund. Sunday Service 11 a.m. Subject. "Mind." Sunday School 10 a.m. Testimonial Meeting Wednesday Evening 6 o'clock. Reading Room open daily except Sunday from 10:30 to 12:30 at No 21, Nanking Road.

'Life Beyond The Grave'

By The Rev. G. Vale Owen, Vicar Of Orford, Lancashire, England

Here is the first instalment of "Life Beyond the Grove," the extraordinary book written by the Rev. G. Vale Owen, Vicar of Orford, near Liverpool, England, who asserts that he wrote it automatically at the dictation of his deceased mother and other spirits. It has just been published in England, where it made a greater sensation than any previous work purporting to contain communications from the other world, because it is the very first of such books that has attempted to give a definite, graphic picture of life beyond the grave.

In this instalment it is Mr. Owen's dead mother who purports to be talking; four seances in September, 1913, are reported, and in these she describes the work to which she was assigned after "passing over," the houses in which the spirits live, the clothes they wear, their first feelings when they awake and find they are no longer tenants of their earthly bodies, the chasm of darkness into which the wicked fall and from which they must struggle to climb up to the regions of light, with the bridge that spans it.

The author, the Rev. G. Vale Owen, is a clergyman of the Church of England, born in 1869 and ordained in 1893. His parish is in a suburb of Liverpool.

Readers will understand that we do not in any way indorse the genuineness of this book, nor pretend to express an opinion as to whether the "messages" were actually dictated by spirits or not. It simply presents it as the latest and by far the most interesting of the many books that have been written on this subject.

PREFACE

DURING April and May, 1913, my wife was impressed to take a pencil in her hand and write what was put into her mind. This she did, and it soon became apparent that a band of discarnate people were endeavoring to communicate. Not only did they use her mind, but were able to transfer their influence to her hand direct, so that the pencil wrote independently of her thoughts, but not so successfully as when she give her mind to it also. This developed until they were able to get messages through of a more or less consecutive character. Among these were repeated invitations that I should sit in like manner.

I disregarded these, as I had not only no desire to comply with them, but also rather an aversion to doing so. During the ensuing months, however, I was repeatedly impressed to accede to their wishes. A steady mental pressure was applied to me, which I shook off only to find it again return. It was gentle and kindly, but quite steady and accumulative in force. I felt that friends were at hand who wished very earnestly to speak to me. They did not overrule or compel my will in any way—that would have settled the matter at once, so far as I was concerned—but their wishes were made ever more plain.

I felt at last that I ought not to refuse any longer what was so evidently desired, and resolved to give them, whoever they were, an opportunity of trying their power with me. So, unless prevented by other business, I sat in my cassock in the vestry daily, after evensong, i. e., from about 5:15 to from 6 to 6:30 or thereabouts. On Sept. 9, 10, 12, the experiment was not very successful. The writing was disjointed and scrappy. On Sept. 13 it began to take a more consecutive form, and so continued until Jan. 2. The result is as here printed.

I may explain here that "Rose" is my wife's name. "Ruby" is our daughter who passed over in 1906, aged fifteen months. Her two brothers and sister (still here with us) are also mentioned.

Pauses in writing are marked with dots, thus. . . . I need not, I think, say any more, as the messages and my notes and questions will explain themselves.

G. VALE OWEN.

The Next World Likened To The Earth Made Perfect

Who is here?

Mother and other friends who have come to help. We are progressing very well, but are not able to give you all the word we would like to yet, as your mind is not so quiet and passive as we would wish.

Tell me something about your home and occupation.

Our occupation varies, according to the needs of those to whom we minister. It is very various, but directed to the uplifting of those who are still in earth life. For instance, it is we who suggested to Rose the creation of a band of people to come to her aid in case of her feeling any danger when she was in the room writing as we moved her hand, and that band is at present in charge of her case. Does she not feel their presence at times near her? She should do so, for they are ever near at call.

About our home, it is very bright and beautiful, and our companions from the higher spheres are continually coming to us to cheer us on our upward way.

[A thought here came into my mind. Could they see these beings from the higher realms, or was it with them as with us? I may say that here and there throughout these records the reader will come upon passages which are quite obviously answers to my unspoken thoughts; usually beginning "Yes" or "No." This being understood, there will be no need for me to indicate them unless any particular instance seems to require it.]

Yes, we can see them when they wish that we should do so, but that depends on the state of our advancement and their own power of service to us. You are not so very far . . .

No, I cannot write that. Try again.

We wished to say that you yourself are often with us and that we are glad to have you because you . . .

Now, will you please describe your home, scenery, etc.?

Earth made perfect; and there you have it in a nutshell. But of course, what you call a fourth dimension does exist here in a way, and that hinders us in describing it adequately. We have hills and rivers and beautiful forests and houses, too, and all the work of those who have come before us to make ready. We are at present at work in our turn building and ordering for those who must still for a little while continue their battle on earth, and when they come they will find all things ready and the feast prepared. Take heart therefore, and be brave and courageous, for the end is well worth the fight and any sacrifice you can make, and that we ourselves have proved. God is ever bountiful, over and above anything you can imagine while you are in the midst of the dust and turmoil of your battle on earth. Look up, dear lad, and be glad to do what is given you, for it is a great privilege for you to be given such work as yours to do for the Lord who is so great and wonderful.

We can see you are somewhat dissatisfied with all this, but have patience, and the messages, as they work out, will prove themselves. You are quite right to be careful in so great a matter, but do not be too incredulous. We have to work with what material we have, and employ your material brain in order to connect our thoughts with the outer manifestations we wish to make. When we were in the earth life, as you are now, we no doubt should have been equally incredulous, and often we think wistfully how much more we should have been able to do if only we had had the courage to believe as you have. But we had not, and now must try to do something to balance our one time reluctance to accept anything which we had not been accustomed to think of as true, or even permissible.

The Work Of The Spirits Their Identification Stone

Can you tell me what that reference in the Book of the Revelation of St. John to the new name written on the white stone means? Have you come across anything like that in your life over there?

(Note—They had said their messages would prove themselves. I gave this as a test to see if they could give an answer not in my mind. Certainly in this respect at least the answer justified itself as not being my own.—Rev. G. VALE OWEN.)

Yes. The white stone signifies one of those jewels which are given to us as we advance and which are emblems of the special work assigned to each of us. The name is not the name of the individual, as it is often supposed to mean, but of the circle to which the individual is admitted and in which he both receives training and works in the service of the Master. My own stone, which I wear in my hair at the front, is at present of a blue color, not white, and it was given to me when I was admitted to the circle of which I am at present a humble member.

What is the work of your circle?

Mostly to help the fallen, and also the children when they come over, and to carry them to the place to which they have been assigned for training. The fallen are those who come over here in deep sorrow for past sins—not the impenitent, but those whose hearts are right at bottom, and whom circumstances have led astray. Those we help by our love and tender care, and they are soon in a fair way to see the light as we see it; for at first they cannot see very clearly, the light is too bright for them. When they are able to bear it, however, their joy is simply overwhelming. I think this work must be among the most delightful of all the manifold duties which occupy us in this beautiful land. The gratitude of these poor people is almost painful to receive.

Thank you for your explanation. St. John has also something about nobody else knowing the name but the one who receives it. Can you also explain this?

It is a safeguard against the unlawful use of it by those of a lower state who are always on the lookout for some means to deceive, and if one of those of whom we have been telling you were to get into their hands it might be some time before we could get him, or her, out of them again; because, of course, there would be plenty for the malicious ones to work upon. While we work on the good in them, they would work on the evil part in them, and then we should have so much more trouble to get the poor spirit free. This does not apply to the children, however, because the fouler spirits can find nothing in them on which to fix their malice. Those little ones are safe from them, for of such is the Kingdom, and nothing foul can enter there, as you know. We are speaking merely of our own sphere of work. No doubt there is equally good reason to preserve the secrecy in other departments.

Thank you again. Now I must go. God bless you and goodby till tomorrow.

Goodby, dear lad, and God will bless you for all your sincerity. Love to Rose and those at home. We wish we could take up this writing again with Rose, but we must let it rest awhile and then perhaps we shall be able. Tell her to be patient and all will be well. Meanwhile we are not far away, and she is very dear. . . . Mother and father tell her. . . . Yes, with your mother, too. God bless you both and all.

The 'Chasm Of Darkness' And The Bridge That Spans It

Our last instalment was given in answer to a request by one of our band that we should try to impress you in a rather deeper kind of way than heretofore. Shall we continue the subject now?

Thank you, yes.

You must, for a moment, try to think with us as from our side the veil. Things, you must

(Continued on Page 14)

-:- The Coming Rubber Shortage -:-

(Report issued by Zorn and Leigh-Hunt, London, June 24)

At recent meetings of several important rubber plantation companies the view has been expressed by prominent directors that if the consumption of rubber continues to expand at the present rate we shall at no very distant date be faced with an actual shortage. The object of this circular is to set out the latest available statistics relating to the industry, and to examine the main facts which support the belief that a period of considerable prosperity for the rubber industry is not far off.

The extraordinarily rapid spread of mechanical traction throughout the world has, as is well-known, during recent years brought an enormous demand for rubber tires. In fact, although rubber enters into the manufacture of perhaps 30,000 different articles, quite two-thirds of the world's production of rubber is absorbed by the tire industry alone; and the demand from this direction is steadily increasing year by year. Even in the United States where the motor industry has developed by leaps and bounds the demand continues to show remarkable expansion, while in countries which have more recently adopted mechanical traction the sales of passenger cars and goods lorries are limited only by the capacity of manufacturers to supply them. According to Colonel S. P. Colt, President of the United States Rubber Company, the demand for tires is so insistent that if it were possible to increase the 1920 production of American manufacturers by 50 percent there would be no difficulty in disposing of the whole output.

To illustrate the growth of the motor industry in America from the small beginning made twenty years ago, the following figures may be quoted showing the number of cars made in that country in various years:

TABLE 1. American Output Of New Cars

	Passenger Cars	Lorries	Total	Value in dollars.
1899	3,700	—	3,700	4,750,000
1904	21,231	411	21,692	30,804,000
1909	127,731	3,255	130,986	165,148,000
1914	543,679	25,375	569,054	458,957,000
1916	1,493,617	90,000	1,583,617	954,969,000
1917	1,740,792	128,157	1,868,949	1,274,488,000
1918‡	926,388	297,250	1,223,638	1,236,106,000
1919	1,657,652	316,364	1,974,016	1,885,112,000

‡ Production restricted by the United States Government.

Manufacturers' estimates for 1920 production amount to two million cars, of which about 1,600,000 will be passenger cars and about 400,000 lorries. Whether these figures can be reached depends upon labor and transport conditions, and on the supply of cotton. It is worth noting that of the cars manufactured in the United States in 1919 less than 5 percent were exported, and that although fully 95 percent of the total production were imported for home use, manufacturers were still left at the end of the year with a great number of unfulfilled orders on their books. There is, in fact, every indication that the motor trade will remain active for many years to come. About seven million cars are at present in use in the United States alone, and the number has been increasing at the rate of a million cars per annum. To re-equip existing cars and provide tires for new ones at the rate mentioned involves an increase in the American consumption of rubber at the rate of about 25 percent per annum.

Obviously the future prosperity of the rubber industry is entirely a question of the relation between supply and demand. In this connection it is important to remember that the very heavy plantings that took place in the East in the years following the rubber boom of 1910 have now reached the bearing stage and that future annual increases in the supply of the raw material will be at a much smaller rate than hitherto. Rubber trees are ready for tapping on the average five years after the date of planting, and from the statement given below it will be seen that well over three-fourths of the total area under cultivation in the east is now bearing:

TABLE 2. Average Under Cultivation

	Acres	Percentage of Increase
In bearing before 1915	900,000	—
Increase in 1915	280,000	31%
" " 1916	420,000	35%
" " 1917	340,000	21%
" " 1918	220,000	11%
" " 1919	170,000	8%
" " 1920	120,000	5%
Total now in bearing	2,450,000	
Increase in 1921	180,000	7%
" " 1922	160,000	6%
" " 1923	160,000	6%
" " 1924	200,000	7%
Total planted	3,150,000	

In the absence of an official Census absolute accuracy is not claimed for the above figures, but care has been taken to eliminate the risk of serious error, and it may be that the area planted has been over-stated rather than under-stated. A margin of safety is provided by the fact that considerable areas of the earliest plantings in the Malay States were so badly damaged in the early days of pioneer tapping that re-planting of these areas is necessary. A large portion of the acreage owned by Chinese and native planters, too, has been so drastically tapped that its future yielding capacity will certainly be well below that of British-owned properties. The figures given may, therefore, be regarded as a moderate statement of the position; and emphasis may fairly be laid on the important point that while the area of rubber that reached the bearing stage in the three war years 1915-16-17 alone increased the tappable acreage by over a million acres, the area to come into bearing in the next three years (1921-22-23) is less than half that total. The importance of this point may be seen by compring the percentages of increase (shown in the right hand column above) for each of these two periods. These percentages have steadily fallen since 1916, and clearly prove the point that, after passing through a period in which large areas were annually coming into bearing, the industry is now entering upon a series of years during which the additions to the producing area will be relatively small.

One of the remarkable features of the rubber industry is that although production during the last few years increased with great rapidity the whole output was marked with ease, except temporarily during the war-year 1918 when the interruption of progress was due entirely to the restriction of shipping facilities and the embargoes on imports imposed by the Governments of the United States and Great Britain. Details are given hereunder showing the increase in the shipments from the producing countries that has taken place in the last ten years:

TABLE 3. Shipments From Producing Countries

	Planation tons	Wild tons	Total tons	Increase (+), or decrease (−). tons	ratio
1910	8,200	62,300	70,500	+900	+1%
1911	14,419	62,730	75,149	+4,649	+7%
1912	28,518	70,410	98,928	+23,779	+32%
1913	47,018	61,822	108,440	+9,512	+10%
1914	71,380	49,000	120,380	+11,940	+11%
1915	107,867	50,835	158,702	+38,322	+32%
1916	152,650	28,948	201,598	+42,896	+27%
1917	223,000	52,628	275,628	+74,030	+37%
1918	188,000	40,629	228,629	−47,000	
1919	358,000	41,635	399,635	+171,000	Average increase 62,000 tons, say 22½ percent per annum

In 1918 (through the lack of freight already referred to) a large portion of the crop remained unshipped, and heavy accumulations of stocks—probably 50,000 tons above normal—took place in the East. The fact that the whole of these accumulations, as well as the largely increased 1919 crop, were absorbed in the following year leaves no doubt as to the strength of the world's demand for the commodity. So readily have supplies been absorbed that the stocks held at the principal distributing centers are now normal, and this despite the fact that Russia is still out of the market and the demand from the Central European countries is still inconsiderable.

During the past five years the production and consumption of rubber have increased at the average rate of about 50,000 tons per annum. But in the opinion of those best able to judge no such increases can be expected after 1920. Estimates of future production prepared by one of the highest authorities on the plantation industry quoted below fully support this view:

TABLE 4. Estimated Future Production

	Planation tons	Wild tons	Total tons	Increase tons
1920	360,000	40,000	400,000	—
1921	381,000	40,000	421,000	21,000
1922	403,000	40,000	443,000	22,000
1923	430,000	40,000	470,000	27,000

This year while Continental trade has been stagnant and monetary conditions throughout the world have been abnormal, it is a matter for congratulation that the last of the big annual increases in the plantation crop is being so readily digested.

FUTURE OF THE INDUSTRY

On the Continent trade is reviving very slowly, and for the present it would probably be unwise to count on any great increase in the European consumption of rubber, but the revival must come sooner or later. Supply and demand are now so nicely balanced that any marked improvement on the Continent would no doubt have an important effect on the price of the commodity. At the moment America, as is not unusual at this time of the year, is buying only moderately; but America has added so substantially to her wealth during the war that her buying power in the future will be greater than ever. And investors in rubber shares may well be reminded that in the past they have found their best opportunities before the American demand set in.

Perhaps a few figured may here be quoted to show the remarkable regularity with which the use of the motor car in the United States has developed:

TABLE 5. American Motor Vehicle Registrations

	Cars.
1913	1,254,971
1914	1,711,339
1915	2,445,664
1916	3,512,996
1917	4,983,340
1918	6,146,617

Official figures for 1919 are not yet available, but the number of registrations is believed to have reached 7,000,000 and the leading American trade journal boasts, in pointing to the enormous field still open to the industry, that the number of cars in use in the whole world outside the United States does not exceed a million. Other countries, it is true, have changed from horse traction to motor traction at a much slower rate. But in every civilised country there is evidence that a change is taking place. In older countries the motor lorry and the roadtrain are competing with the railway; for the conveyance of goods, without rehandling, direct from factory to consumer the commercial motor lorry affords obvious advantage. In the newer countries, where railways are scarce the motor lorry is employed to create traffic long before the building of a railway would be profitable. At home no one can have failed to notice the marked increase in the use of motor vehicles. In every part of the country the pleasure car, the tradesman's van, the commercial lorry, the motor omnibus, and the char-a-banc are being employed in numbers that increase month by month; and this is typical of the movement that is taking place throughout the world.

To summarise the position, it will be noticed from the above statistics that for the next three years the increase in the world's production of rubber is not likely to exceed 6 percent or 7 percent per annum. For the past five years the manufacturing demand has absorbed increases averaging more than 25 percent per annum. Even if during 1921-23 the rate of increasing demand should drop to 5 percent per annum, the world's output will be fully used up. If the rate increases at anything more than 5 percent we must inevitably reach a period of actual shortage. For instance, supposing that the average increase of the last five years should be cut down to one-half (12½ percent instead of 25 percent per annum) we might by the end of 1921 be faced with a shortage of 30,000 tons of rubber, to be followed by another two years' increasing stringency. The effect of an approaching shortage will make itself felt in the market some time before the position actually arises, as far-sighted consumers of rubber will not quietly wait to be "caught short." This no doubt explains why it is possible today to sell large quantities of rubber for a couple of years ahead at a substantial premium over the "spot" price; forward contracts in fact, have this year been made up to 2s. 10½d. per lb. for delivery in 1921. In a word, in the absence of a setback in the trade of the world, there is practically no risk of rubber falling below its present price (except as a temporary fluctuation) while the chances of a rise are almost startling, in view of the statistical position revealed.

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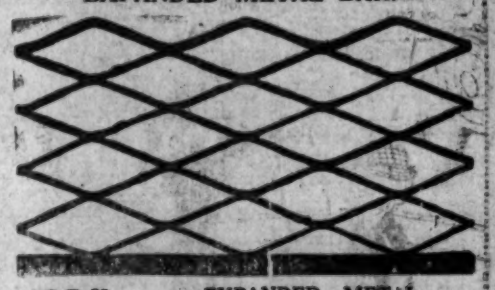

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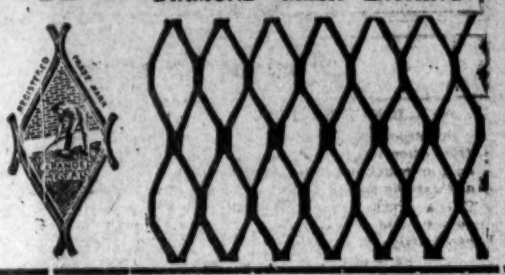

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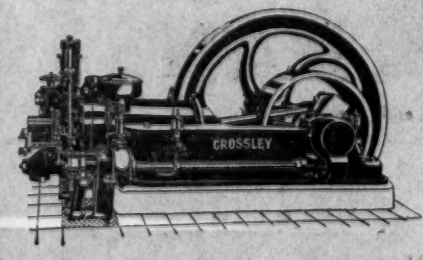

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Musical Matters

By R. B. HURRY, MUS.B.

Correspondents wishing to draw attention to Musical matters, or to ask questions, should address the writer, care of THE CHINA PRESS, *enclosing real names and addresses, not necessarily for publication.*

Widespread disappointment has been expressed at the relative sizes of audiences on two occasions recently in London. Jascha Heifetz made his first appearance in England. Previous to his visit seventy thousand gramophone records of his playing had been sold in the London district alone. Queen's Hall was packed for him as it has been packed for very few men.

This all sounds very satisfactory until we learn the use made by the artist of his almost phenomenal welcome. I take it as axiomatic that if Heifetz had given a program of his very best there would have been not one person the fewer to hear him. It was a purely personal attraction based on his qualities as a performer; he had it in his power to make anything of it he wished.

But something went wrong over the information—or the assumption upon which Heifetz estimated the state of musical taste in London. He came with everyone prepared to accept him as a great violinist prepared to play great music, and not as one who was merely a phenomenal executant.

As it was, his first two concerts have merely shown that he can play "fiddler's music" of the brilliant and superficial sort in a style that is brilliant and superficial. Some say he plays with more ease and polish than anyone else alive.

The opinion is general that whereas great things were expected, he played music that doesn't matter so perfectly that he almost made people think it did matter. Most musicians are more than a little wearied by the superficial shine of the showman. Evidently he has polished and polished until there is nothing left of the boots but the shine.

Heifetz, so far, has only shown that side of himself. Everybody wants to know if there is another side; whether he could play music that is worthwhile in a style that is worthwhile. Unless he can play music that has subtlety of meaning and depth of feeling as well as requiring mere surface polish he will cease to count as a great violinist. Meanwhile he seems pleased to be told that he has a silvery tone effortlessly produced, and that he can play a Vieniavsky Concerto about three minutes faster than anyone else.

* * *

Passing from this sad spectacle of a great opportunity missed—one of the greatest offered to any artist on a first appearance in England—there comes the picture of the same Queen's Hall a little more than a quarter full for the orchestral concert of the British Music Society's Congress at which was given the first performance of Vaughan Williams' "London" Symphony in its final form.

A great deal of interest had been worked up in the orchestral concert by the angry protests of patriotic spirits at the bare idea of performing a work of Strauss at a British Music Congress. "Ein Heldenleben" was down to be played. Forcible arguments had been produced both for and against including work by contemporary foreign, and late-enemy composers. A compromise was reached by enlarging the scope of British works on the program, and reducing the size of foreign contributions, but Strauss was not excluded.

Surely this was right. In a few words the organisers say in effect: "You are out for British Music to take its place in world-music, on its merits. How then will the refusal to include Strauss in London help to get Elgar and Vaughan Williams performed in Berlin? You cannot aim at less than recognition throughout Europe, including Germany." The dangers of a mistaken artistic patriotism could not well be put more concisely.

At the concert in question, it is certain that very few stayed away on account of the name of Strauss in the program. The reasons for the lack of public support in a venture entailed financial loss in any case, lie deeper than this. The roots are in our present stage of musical education. Otherwise the affair would scarcely be worth writing about.

* * *

The fact is that a new British symphony is not as important an event in the minds of the public as is a new novel by Hardy or a new play by Barrie. On artistic grounds the new symphony is equally important; on the public mind it is not. Why is this?

* * *

The reason lies in the greater difficulty of the medium of expression. Vaughan Williams' symphony, "London," is a work as important, from all accounts, as any work in contemporary music. It has a local interest for Londoners. Whilst it avoids the purely imitative, use is made of street cries, and its theme is the massed psychology of the metropolis, just as the theme of Hardy's novels is the individual psychology of the Wessex peasant.

* * *

But the medium of musical sound is so much less familiar to the public and so much more difficult than the medium of language and action in a Hardy novel or in a Barrie play. That is the trouble.

It is not that the British public is not interested in British music, and it is untrue that it is not interested in Vaughan Williams. It is that it is not interested in, is not drawn by, new symphonies by anyone British or otherwise. At least not at first.

The ordinary man objects strongly to being puzzled: he hates to feel himself lost, and in a new symphony he is undeniably lost. He feels as bewildered at a new musical work on such a scale as a musician feels bewildered in the engine-room of a great liner. All is so complicated; the relation of the myriad parts to the whole, and even the significance of the whole, elude him.

In the present state of our musical education this is not a matter for complaint. The Chairman of the British Music Congress, Professor Allen observed, on this very subject, that "there is something more important even than sight-reading, and that is ear-training"—meaning the cultivation of the ear and powers of attention so that the separate strands of a music composition are mentally unravelled. Fortunately actual experiments carried out upon musical people by Mr. Percy Scholes, have proved that Dr. Allen is perfectly right. It has been supposed that the average music-lover—and often the music student himself—hears only a very small part of any music he is listening to. Sometimes it is the top part, and sometimes some other part that sounds through prominently. Everything else is lost in a vague mass of tonecolor and harmony.

* * *

To test this, Mr. Scholes devised a sort of game, which may be called "camouflaged tunes." His audiences were the musically interested ones attending extension lectures on music. The results are proof that the Chairman of the Congress had touched the weak spot.

* * *

In Mr. Scholes' experiments, a well-known tune was played upon the piano, not by itself, but with another theme of independent rhythm played *above* the first. Several perfectly well-known tunes were given in this way. Not ten percent of the audience could recognise the lower tunes after three repetitions, and not three percent named them after one playing over. Even so, a discount has to be made for those who deliberately listened only to the lower tune, and did not really hear both at once.

If two simple parts like this are beyond the power of analysis possessed by the ordinary run of people, how much do they hear of the four parts of even Haydn's harmony; of the woven fabric of Beethoven quartets, how much? How much besides the surface color can they hear of Wagner? To go on to suggest what they hear in later Elgar or Vaughan Williams is almost absurd. That is why a new symphony of Vaughan Williams is not a public or a social attraction in the sense that a Hardy novel or a Barrie play is.

* * *

The real wonder is that with such powers the ordinary person goes on listening to modern music at all. It cannot be that they find just the top "tuney bits" of sufficient interest.

Musical appreciation in schools and in colleges must direct this power of concentrating the "ear of the mind" during the most impressionable years.

The power to listen analytically is one that sometimes begins on taking up the study of harmony and part-writing (counterpoint) after the pupil has been playing or singing for years.

Harmony and counterpoint are not branches of the science of composition, as is supposed—composition is an art. They form together a sort of vocabulary and grammar of music, but in addition they may be made invaluable helps to musical appreciation. Commonly, it is thought that only those who suspect themselves to be capable of composition should study harmony and counterpoint. This comes from a mistaken notion of the isolation of the creative art from its own appreciation, and a faulty conception of the art of music which is a language of the spirit, complex in its simplicity.

* * *

For the big audience of Heifetz there can be nothing but regret that he failed to seize a fine opportunity. For the little audience at the orchestral concert, regrets are useless. Only a generation of the right kind of training can provide a remedy.

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, AUGUST 22, 1920

Date and Destination	Per	Chi.	Br.	USA	Rus	Jap.	Reg
TODAY							
Weihaiwei and Chefoo	Shuntien	14.00	..	..	..	..	13.30
W'wei, C'foo, and T'tsin	do	..	14.00	..	..	..	..
River Ports	Train & Str.	21.00	..	..	..	..	21.00
TOMORROW							
Hongkong and Canton	Shantung	21.00	..	..	..	..	21.00
Hongkong	do	..	17.00	..	..	..	..
Foochow	Ningshin	17.00	16.30				16.30
Japan, Canada, U.S.A. and Europe	Nanking	15.00	..	..	..	..	14.30
Japan, H'lulu, Canada, U.S.A. & Europe via U. S. A.	†Nanking	..	15.00	..	..	..	14.30
Vladivostok & Siberia	Via P. & H.	17.00	..	..	..	..	17.00
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Tientsin	Foochow*	..	17.00	..	..	..	..
Japan, Canada, U.S.A. & Europe via Canada ... or U.S.A.	†Kashima M.	..	15.30	..	..	..	15.00
Dairy	Kobe Maru	15.00	..	..	..	..	14.30
Weihaiwei and Chefoo	Kingsing	14.00	..	..	..	..	13.30
W'wei, C'foo, and T'tsin	do	..	14.30	..	..	..	..
Chefoo	Haiming	21.00	..	..	..	..	21.00
U. S. A. via S. Francisco	W. Cadron	17.00	..	..	..	..	
V'stok and Siberia via Pukow & Harbin (Daily expect Sunday)	Train			..	17.00	..	17.00
Ningpo	Hsin Peking	..	15.00	..	..	..	
Tientsin	Train	..	17.00	..	..	..	..
Hankow	Train	..	17.00	..	..	..	..
Vladivostok	Train	..	17.00	..	..	..	..
Tuesday, August 24.							
W'wei, C'foo, and T'tsin	Fengtien	..	14.00	..	..	..	..
Weihaiwei and Chefoo	Fengtien	14.00	..	..	..	..	13.30
Vladivostok and Siberia	Via P. & H.	17.00	..	..	..	..	17.00
River Ports	Train & Str.	21.00	..	..	..	..	21.00
S'tow, H'kong & C'ton	Kwongsang	21.00	..	..	..	..	21.00
Swatow and Hongkong	do	..	17.00	..	..	..	..
Manila Direct	Fushimi M.	15.30	..	..	..	..	15.00
Manila and Hongkong	do	..	17.00	..	..	..	..
Japan Ports	Y'shiro M.	19.00	..	..	..	..	18.30
Wednesday, August 25.							
W'wei, C'foo, and T'tsin	Koonshing	..	9.00	..	..	..	..
Amoy, H'kong & C'ton	Sinkiang	21.00	..	..	..	..	21.00
Thursday, August 26.							
Amoy and Hongkong	Sinkiang	..	8.00	..	..	..	..
Japan Ports	Y'shiro M.	..	17.00	..	..	..	..
Saturday, August 28.							
Swatow and Hongkong	Yingchow	..	9.00	..	..	..	..
Japan, Canada, U.S.A. & Europe via Canada	E. of Russia	..	12.00	..	..	..	12.00

*Parcel mail only.
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a.—at 21 for S. N. R. 23 o'clock train
b.—at 7 for S. N. R. 7:55 o'clock train
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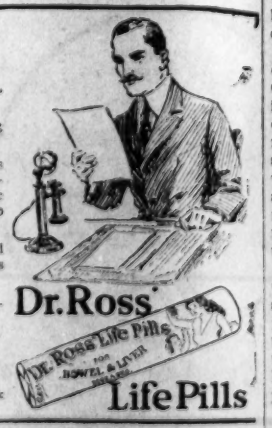

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Uncle Lodge Of P'izen Hollow

By SAMUEL SMILEY

He always maintained he was born a patriot and that his first bed was the Cradle of Liberty, and I reckon that's where his story ought to begin.

In his layette were only red and white and blue dresses. When he bumped his head he saw exactly the number of stars in the flag. His first words were from the Declaration of Independence; when he yelled, folks thought he was trying to sing "The Star-Spangled Banner," and he always cried to the tune of "America."

The first time he doubled up his chubby fist he shook it at Great Britain; he always mistook the family cat for the British lion and tried to twist its tail. Instead of playing with toys he studied Washington's Farewell Address and the Monroe Doctrine, which he interpreted to suit himself and had them copyrighted.

He was the same in young manhood and maturer years, and we knew if anyone ever attempted to put a stain upon the honor of our country that Uncle Hank, as we affectionately called him, would do something terrible about it.

Oh, he was a "red-blooded" American, all right, from his cradle up!

In public life, by advocating progressive principles and supporting reactionary candidates, he became one of the most influential members of the Senate.

Then came the great war. The President tried to keep our country out of it and the people approved his efforts by re-electing him. Uncle Hank, of course, voted for the other candidate.

When the President had finished reading his war message to the Congress, telling what we were going to fight for, including a League of Nations, Uncle Hank was the first to shake his hand. He was still of the same mind apparently when the Germans asked for peace and the President gave them the fourteen points, the fourteen points being the League of Nations.

Then came the armistice, and while we wondered whom the President would send over to make peace and write the covenant of the League, the blow fell. It was told in the papers in big black headlines:

PRESIDENT GOING TO FRANCE

We scanned the list of the other peace delegates for the name of Uncle Hank but it was not there. Then we saw the light die out of Uncle Hank's eyes; his whiskers curled tighter and all that was great about him seemed to shrivel up and blow away. The fine speeches he had made about the League of Nations and the grand pieces he had written about it, which we liked so much, seemed to torment him and he tore them all to tatters and swallowed them. He turned on the League and knocked it and loaded it down with amendments and reservations and poison ivy until its best friends didn't dare touch it.

To cap the climax, he and his friends got together and tried to make a separate peace with Germany! Yes, sir; tried to do the very thing that Uncle Hank had said would "brand us with everlasting dishonor and bring ruin to us."

Then we knew that the old man was "all in."

Thus it happened that the spirit which had made Uncle Hank admired and loved by so many in his earlier days passed from him.

What is left is simply the physical presentment of our Uncle Hank with the fourteen points sticking in him and the green-eyed monster trailing at his heels.

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'Life Beyond The Grave'

(Continued from Page 12)

understand, take on a very different aspect here from what they did as viewed from the earth plane, and an aspect, I fear, which to those still on earth will, in many cases at least, wear a semblance of unreality and romance. And the least things here are fraught with as much wonder to those who are newly come over that until they have divested themselves of the habit of thinking in three dimensional terms they are unable to progress very far. And that, believe me, is a matter of no little difficulty.

Now the term "vibrations" is one which will have to serve, but it is far from adequate as understood of things material. For such vibrations as those of which we speak are not merely mechanical in movement and quality but have an essence of vitality in themselves, and it is by means of that vitality that we are able to appropriate and use them. That is the connecting link between our wills and the outward manifestation in vibrations, for that is really all that these are. They are just phenomena of the deeper life which envelops us and all things. By them, as raw material, we are able to accomplish things and build up things which have a durability which the term itself would seem to belie.

For instance, it is by this method that the bridge over the chasm between the spheres of light and darkness is constructed and that bridge is not all of one color. On the further side it is shrouded in darkness, and as it gradually emerges into or toward the region of light it assumes an ever brighter hue, and where it lands on the heights, where begin the brighter lands, it is of pink hue and glistens in the light enveloping it like some rare kind of silver, or alabaster rather.

Yes, of course there is a bridge over the chasm. Otherwise how would those who have bought their way upward through the gloom get over? True—and I had forgotten it—there are some who do proceed through the awful realm of darkness, and climb up the regions on this side of the chasm. But those are few, and they are those obstinate ones who reject the help and guidance of those guardians of the way are stationed on the further side to show those who are qualified the way across.

Also, you must know, these guardians are visible only to those poor people in proportion to the light that has been generated in their hearts; and so a certain amount of trust is needed if they would commit themselves to their keeping. This trust also is the outcome of a better mind, by which they have become, in a measure, able to discern between light and darkness. Well, the complications of the human spirit are manifold and perplexing, and so let us get on to something easier of putting into words. I have called this a bridge, but—I ought to have referred you to the passage "The light of the body is thine eye." Read that in this connection and you will see that it bears on the case, not only of those of earth but those here also.

I have called this a bridge, but as a matter of fact it has little likeness to a bridge on earth. For these regions are vast, and the bridge is more like a tract of country than anything else I can think of to call it to you. And remember I have seen only a small part of these spheres and so just tell you of that part which I know. Doubtless there are other chasms and bridges—probably numbers of them. Across the ridge, or bridge, then, those who seek the light make their journey, and that journey is but slow, and there are many rest houses at which they stay, from time to time, on their progress across, and are handed on from one to another party of angel ministers, until the last stage lands them here on this side.

Our work in the house, or colony, to which I now belong is also directed to those progressive spirits, as well as to those on earth. But that is a different department from mine at present. I have not yet got that far in my study. For it is very difficult, because the influences around these in the darkness here are much more evil than the influences on earth, where good influences are ever mingling with the bad. It is only when careless and wickless and wicked people get over here that they realise the awful task before them, and that is why so many of them remain for ages in a condition of hopelessness and despair.

When they are safely over the bridge they are welcomed by those on the slopes where grass and trees grow, and they are just stupefied with delight in spite of the gradualness of their preparation. For they have not yet become used to love and its sweetness after their experience of the opposite down there.

I said this bridge landed on the heights; I speak comparatively. The landing place is high land as compared with those regions of darkness below. But as a matter of fact, it is lowland, and the lowest land indeed, of the heavenly country.

You are thinking of the "great gulf" or chasm, "fixed" of the parable. That is all quite in accord with what I have written, and you have already had this explained to you elsewhere. Also, the reason why those who come over do so instead of attaining this side by aerial travel or "flight," as you would perhaps call it, is because they are not able to make the journey so on account of their weakness spiritually. If they were to attempt it they would only fall into the dark valley and then lose their way.

I have not been far into those dark regions, but I have been a little way; and the misery I saw was quite enough to suffice me for some time to come. When I have progressed in my present work, and have for some time helped those poor souls from the vantage point of this house, I may be permitted, and probably shall be, to go further among them. But that is not yet.

One thing more I may say—for it is time that you should cease. When they break away and come to the other end of the bridge, I am told that the noises which are heard from behind them are horrible; and dull red flashes of fire are seen. How this is caused I am not able clearly to state, but we are told that both the yells and screeches and howls, and also the flashes, are made by those left behind who are enraged because of their powerlessness to recapture the fugitive, or to hold him as he is slipping away; for evil is ever powerless against good, be the good ever so small in amount. But I must not pursue this further now, and what I am saying is not what I have myself seen, but hearsay, that is, it is given to you at second- hand; but it is true, nevertheless.

Good-night then, dear son, and may the All Father shed His Light and peace on you and yours. . . . In His Light shall you see light; and the shining of that light is of the peaceful everbreaking dawn.

Houses With Bathrooms; Clothes Of Changing Hues

Tell me something more about that home of yours and your new work.

Very well, I will try to do so as well as I can.

It is beautifully appointed within and without. Within are baths and a music room and apparatus to aid us in registering our work. It is a very large place. I called it a house, but it is really a series of houses, each house allotted to a certain class and progressive as a series.

The grounds are very extensive, and all have a kind of relation to the buildings, a kind of responsiveness. For instance, the trees are true trees and grow much as trees do on earth, but they have a different kind of responsiveness to the buildings, and different kinds of trees respond more to one house than to the others, and help the effect and the work for which that particular house was raised. So it is with the grouping of trees in the groves, and the bordering flower beds of the paths, and the arrangement of the streams and falls which are found in different parts of the grounds.

The same thing obtains on earth, but the vibrations there are so heavy, comparatively, both those sent out and those which respond, that the effect is almost unseen. Nevertheless, it is so. For instance, you know that some people can plant flowers and trees more successfully than others and that flowers will last longer in some houses—that is, families—than others; cut flowers, we mean.

The atmosphere here also is naturally affected by vegetation and by buildings; for, let me repeat, these houses have not been raised merely mechanically, but are the outcome—growth, if you will—of the action of the will of those high in rank in these realms, and so of very powerful, creative wills.

The atmosphere also has an effect on our clothing, and enters into the influence of our personalities in its effect on texture and color. So that while we were all of the same quality spiritually, our clothing would be of the same color, tint and texture, by reason of the atmospheric influence this is in fact modified by the degree in which our own characters differ one from another.

Also the tint of our robes changes according to the part of the grounds in which we happen to be. It is very interesting and instructive, and also very beautiful, to see them change as one turns down a side walk where different vegetation flourishes, or where the arrangement of the various species of plants is different.

The water also is very beautiful. You hear of water-nymphs and such like beins in the earth life. Well, I may tell you that here, at any rate, these things are true. For the whole place is pervaded and interpenetrated with life, and that means with living creatures.

How The Divine Presence Is Manifested To Them

You would wish to know something more of the way we work here and the conditions in which our life is spent. But every one who comes over here is able to understand that one of the elementary truths which it is necessary to assimilate in order to progress is that God is no more visibly present here than He is in the earth life. They expect to see Him bodily and are much disappointed when they are told that is a quite mistaken idea of the way of His dealing with us; His life and beauty are quite evident on earth to those who can look deeper than the externals of nature. And so it is here, with this modification, that life here is more tangible and easier to lay hold of and use by those who study its nature, and it pulsates all around us, and we, being in a more sensitive state, are more able to feel it than when we were in the earth life. Still, having said this on the general conditions, it is true to add that, from time to time, manifestations of the Divine Presence are given us, when some particular purpose necessitates; and of one of these I will tell you.

We were called to a tract of country where many people were to foregather, of different creeds and faiths and countries. When we arrived we found that a band of missionary spirits had returned from their period of duty in one of the regions bordering on the earth sphere, where they had been working among souls just come over who did not realise that they had crossed the borderline between earth and the spirit land. Many had been enlightened, and these had been brought to the place in order that they might join with us in a Service of Thanksgiving before going to their own proper home. They were of various ages, for the old had not progressed yet in becoming youthful and vigorous again, and the young had not progressed to complete stature. They were all agape with happy expectation, and as one company after another of their new companions in this life arrived, they scanned their faces and the different colored robes worn by the different orders and estates in wonder.

By and by we were all assembled, and then we heard a burst of music which seemed to invade us all and unify the whole great multitude into one great family. Then we saw a great cross of light appear. It seemed to lie on the slope of the great mountains which bordered the plain, and as we watched it it began to break up into specks of bright light, and we gradually became aware that it was a large company of angels of a higher sphere, who stood on the mountain in the form of cross; and all about them was a golden glow, which we could feel at that distance as a warm breath of love.

Gradually they became more distinct to our vision as they emerged more perfectly into this, to them, lower environment, and then we saw, standing over the square where the arms of the cross joined the stem, a large Being. We all seemed to know Him at once instinctively. It was a manifestation of the Christ in what you have come to know as Presence Form.

He stood there silent and still for a long time, and then lifted His right hand on high, and we saw a column of light descend and rest upon it as He held it aloft. This column was a pathway and on it we saw another company descending, and when they came to the uplifted hand they paused and stood still with their hands folded on their breasts and heads bowed. Then slowly the hand moved out until it had swung round and down and the fingers pointed over the plain, and we saw the column stretch out toward us in mid-heaven until it bridged the space between the mountain and the plain, and the end it rested over the multitude gathered there.

Along this column walked the company last become visible and hovered above us. They spread out their hands then, and all slowly turned toward the mountain, and softly we heard their voices half speaking and half singing a hymn of devotion to Him who stood there so beautiful and so holy that at first we were awed into silence. But presently we also took up their words and sang, or chanted, with them; for that evidently was their purpose in coming to us.

And as we sang there arose between us and the mountain a mist of bluish tint which had a very curious effect. It seemed to act like a telescopic lens and brought the vision of him nearer until we could see the expression on his face. It also acted similarly on the forms of those who stood just below him. But we had no eyes for them, only for his gracious face and form. I cannot describe the expression. It was a blend of things which words can only tell in small part. There were blended love and pity and joy and majesty, and I felt that life was a very sacred thing when it held him and us in one bond. I think others felt something like this too, but we did not speak to one another, all our attention being taken up with the sight of him.

Then slowly the mist melted into the atmosphere and we saw the cross on the mountain and Him standing as before, only seen more dimly; and the angels who had come over to us had gone, and hovered above him, and then all gradually faded away. But the effect was a very definite sense of his presence remaining and perpetual. Perhaps that was the object of the vision being given to the newcomers, who, although they could not see so clearly as we could who had been here longer, yet would be able to see enough to encourage them and give them peace.

We lingered some time longer, and then quietly went our ways, not speaking much, because we were so impressed with what we had witnessed. And also, in all these manifestations there is always so much to think out after. It is so glorious that one is not able, while it is taking place, to take in all the meaning. That has to be thought out gradually; and we talk it over together, and each gives his impressions, and then we add them up and find that a revelation has been given of something we did not understand before so well. In this instance what seemed to impress us most was the power he had of speaking to us in silence. He did not utter a word and yet we seemed to be hearing his voice speaking to us whenever he made a movement, and we understood quite well what the voice said, although it did not actually speak.

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PSYCHOLOGY OF ITALIAN REVOLT

Fertile Ground For Anarchy Offered By Idleness, And Class Hatred

CAPITAL IS OBSTINATE

Social Phenomenon Of Unconstructive, Unproductive Activity Produced

New York, July 20.—A month ago the Italian historian Guglielmo Ferrero wrote: "La guerra civile e cominciata; e cieco chi non la vede." (Civil war has begun; he is blind who doesn't see it.)

That was while Premier Nitti was vainly striving to bring about order among both legislators and the people so that the former could make laws which the latter would obey. At last he resorted to government by decrees and was forced to give way to Giolitti. Giolitti, on June 26, addressed the following circular despatch to the sixty-nine Prefects of the Peninsula:

"We hold your Excellency personally responsible for the immediate re-establishment of order whenever there is any attempt made to disturb it.

"The seriousness of the situation will indicate to your Excellency what should be your first duty. This duty calls for the full and absolute respect for the laws and their prompt and intelligent execution and the scrupulous observance of the orders imparted by the superior authority, without discussion, without hesitation, and with a serene conscience, to save the country from the greatest calamities."

WHOLESALE LOOTING

That despatch was sent out after armed resistance had been made to the constituted authorities, both municipal and provincial, at Ancona, Milan, Venice, Naples, Forli, Livorno, Brescia, Pisa and a score of other places. Although varying in intensity and fatalities, the revolts assumed two aspects: Either the police in attempting to disperse a proletariat gathering or procession were fired upon by anarchists among the audience or paraders or the local barracks were attacked by armed anarchists who had succeeded in winning over a portion of the troops—usually detachments of Bersaglieri. When dispersed by superior force the rioters would then visit the streets which contained the handsomest dwellings or the most wealthy shops and there pillage and destroy. To prevent this the bourgeoisie organised.

The despatches which have given more or less particulars of these things have naturally emphasised the situation as it appeared under the eye of the local observer at the moment; hence the Bolsheviki were blamed in one instance, rash police in another, a conflict between Catholics and Socialists somewhere else. But through the despatches sent to the Italian language press in the United States it appears that, while the revolts generally assumed the two aspects noted, all had a common origin—the attempt to develop class war between those who are considered capitalists and those who are considered workmen through the agents of a man whom the amnesty for the benefit of political prisoners and exiles brought back from London, Enrico Malatesta, called by the bourgeoisie "Il cattivo genio delle classi operaie Italiane—The evil genius of Italian working classes."

MALATESTA, EVIL GENIUS

For this reason it is believed that the motive force in most of the revolts was a passing psychological manifestation rather than deliberate premeditation for bringing about a complete revolution with the overthrow of the existing regime, however the genuine revolutionary forces may have attempted to take advantage of the situation, and that this psychological phenomenon was rendered possible by the formal existence of class antagonism which made one class peculiary receptive, for the moment, of the fatal teachings of Malatesta and his agents.

For example, in Venice as the military were about to fire on an unruly parade a crowd of girls dancing and smiling and with fluttering fans intervened between the hostile groups and the whole affair ended like a comic opera. In Milan the bourgeoisie had started a parade in order to protest against the demobilisation of the local 12th Regiment of Bersaglier when they were attacked by anarchists and Socialists.

Typical of all, as showing how class antagonism had been developed to active hostility by economic conditions, was the affair of Ancona. Ancona is Italy in miniature. Here a situation of absolute want among the people had been produced by the strikes on the docks and railways—worse than any they had borne patiently and without complaining during the war. But the war had also made many persons wealthy in Ancona. Many workmen had joined the capitalistic class; that is, they achieved an income of over 11,000 and went to live in the lower town among the aristocrats. The jealousy and envy of their former neighbors were naturally aroused.

On the night of June 28, according to the official story related in the Italian Chamber a few days later by Signor Bonomi, the Minister of War, and confirmed by various cable despatches to the 100 anarchists armed with knives, Italian language press here about revolvers, guns and bombs penetrated the barracks through the complicity of sentinels and began to make speeches in the courtyard.

SOLDIES RISE

About 600 of the bersaglieri, who had apparently expected the coming of the anarchists, immediately armed themselves, put their officers under arrest, barricaded doors and windows, and placed machine guns in position to defend the place. The civil and military authorities called out the carabinieri, or national police, and an infantry regiment, and effectively barred all approaches to the barracks of the revolting bersaglieri. Major Mariotti, with two batteries of field pieces, rapid-firing 75s, trained his guns on the barracks and awaited order. Meanwhile, in other parts of Ancona there arose armed conflicts between bodies of anarchists and property owners, complicated by the attempts of the carabinieri to restore order, with some casualties among the latter. At 8 o'clock on the following evening the mutineers surrendered and delivered up the anarchists among them, and the proletariat joined with the capitalists in parades and demonstrations against the teachings of Malatesta. The madness of the moment subsided, just as it did in Venice, although in a different way.

Still another proof that anarchy is repudiated by the Majority Socialists, who, nevertheless, were for a while carried away on the wave of destruction, is shown by the fact that the Communists of Milan, where Malatesta is personally agitating, sent a petition to Premier Giolitti demanding the arrest of the anarchist and his lieutenant, the Sicialist Deputy Misiano, and adding that unless this petition were complied with they would take the law into their own hands and kill them both—"e li uccideranno ambedue."

Slain By Fellow Student At Dartmouth College

HENRY E. MARONEY

Henry E. Maroney, of West Medford, Mass., who was shot and killed in his room at the college by Robert T. Meads, of La Grange, Ill. The shooting, it is alleged, resulted from a quarrel over a bottle of whiskey. Meads is a prisoner in the county jail at Woodsville, awaiting action by the Grand Jury on a charge of murder. Meads' room at Dartmouth was peppered with bullet holes. Hallmates of Meads, discussing the peculiarities of the man, including a habit of shooting freely when in a mood. In his freshman year when a roommate, Norman F. Arnold was killed by Meads through the discharge of a rifle, Meads was exonerated by an ante-mortem statement by Arnold, but suffered a partial collapse, which necessitated a long rest from his studies. Meads' father, Albert H. Meads, a prominent lawyer of Chicago, will defend him, it is said.

CHILDREN'S BIBLE LESSONS

Taught Five Days A Week In Metropolitan Temple

New York, July 24.—Grandfathers and grandmothers of today like to recall the home Bible lessons and stories which were told or read to them in their childhood days. They recall the bright colored Biblical pictures which vividly portrayed phases of scriptural history dear to children's hearts and eyes. Their grandchildren are today receiving the same kind of instruction at the Metropolitan Tabernacle, 104th Street and Broadway, where children's Bible classes are being held from 3:30 a.m. to 11:30 a.m. five days a week.

These classes have found great favor with the children of the neighborhood. The church is non-sectarian and the children who attend them belong to different sects and creeds. They range in ages from little ones scarcely able to walk to boys and girls of thirteen. The instructors of the school have had experience in teaching the Scriptures to children, who like nothing so much as to listen to orally expounded tales of Biblical heroes and saints.

The idea of the school is not only to instill in the children a love for religion and the Scriptures, but to take them away from the distractions of the streets, and to instruct them in arts which will prove beneficial to them. Besides the Bible lessons they receive instruction in hammock making, carving in wood, and carpentry. They are instructed in singing patriotic and sacred songs and hymns. Their desire for amusement and recreation is not overlooked, and they are taught how to play wholesome games. Now and then they are organised into walking parties when they are taken for hikes about the neighborhood or to points of local and historical interest.

The Rev. William Allen, the pastor of the church, is doing everything possible to help not only the mothers and children of his church but those of the neighborhood as well. In the basement of the church he has provided a nursery where mothers may leave their little ones in the care of experienced nurses while they are attending service in the church above. This has proved a great help to many mothers who found it difficult to attend church since they could not leave their children alone. The nursery is something more than a room set aside for that purpose, for it is provided with games and toys for children of all ages. There are teddy bears, dolls, wagons and other reminders of Santa Claus. Little ones who find enjoyment in the church nursery are infants in arms and children who are scarcely able to walk.

Canada Puts Liquor Smuggling Up To U.S.

Officials Intimate That Traffic Can Be Stopped Only On American Side

Ottawa, July 23.—As long as profits from bootlegging are what they are and the only deterrent is a fine of $200 or so there will be big money in the bootlegging game and it will be very difficult for the authorities on either side of the international line to stamp out the traffic, according to opinions expressed by Ottawa officials as to the situation regarding smuggling of liquor from Canada into the United States.

Further, high officials of the Royal Canadian Mounted Police say that while they are doing all in their power to check infractions of the Federal laws, it is really for the American authorities to see that liquor does not cross the imaginary line 3,000 miles long.

There is apparently a large trade in smuggling from Ontario, Quebec and British Columbia into the United States. At the same time a large quantity of liquor is finding its way across from the maritime provinces and from Manitoba.

At Windsor and in the surrounding districts the Mounted Police are carrying on a constant campaign against the illegal liquor vendors, and many have been haled into court and fined from $200 up. One Detroit man, however, is said to have parted with $500 for three cases of Scotch whisky which reached him by the "underground route" a short time ago, so that the profits in the illegal trade are enormous. Information from Windsor and vicinity intimates to the authorities here that some farmers have found it more profitable to smuggle liquor across the border than to farm.

Quebec is the mecca for thirsty thousands of Americans every week-end, and automobiles passing back and forth carry their loads of human and other freight, bound for the Sahara across the border. Under these conditions Canadian police authorities admit that it is practically impossible to enforce the stringent liquor laws at present in force.

The chief reason for the difficulty of enforcement, according to an official of the Royal Canadian Mounted Police, who have under their jurisdiction the carrying out of all Federal laws, is the fact that many people are not in sympathy with the liquor legislation and regard the securing of contraband liquor as an achievement rather than a disgrace. If the carrying of liquor into the United States from Canada is to be prevented it is intimated that it will have to be done by an army of customs inspectors and police on the American side of the line rather than in Canada.

Confesses 7 Murders As He Nears Gallows

Negro, Sentenced In California, Admits Killing Victims For Money

Los Angeles, Cal., July 23.—Mose Gibson, a negro, sentenced to hang for the murder of Roy Trapp of Fullerton, a California rancher, has confessed to seven murders, including the slaying of J. R. Reavis of Baton Rouge, La., according to Sheriff J. E. Jackson.

Sheriff Jackson has just returned from taking Gibson to the penitentiary at San Quentin.

The murders to which the sheriff said Gibson confessed were:

Roy Trapp, rancher, Fullerton, Cal.

Mr. and Mrs. Jacob Erhardt, Phoenix, Ariz., last month.

J. R. Reavis, restaurant man of Baton Rouge Junction, La., twelve years ago.

A woman at Orange City Junction, Fla., killed in November, 1919.

A watchman at Sugar Mill at Gramercy, St. James Parish, La., murdered in November, 1920.

A storekeeper at Wagoner, Grindle County, La., killed in November, 1920.

Admissions that he committed "thousands" of burglaries, obtaining sums from a few cents to $100, was made by Gibson, according to the Sheriff.

Bibson was arrested at Topoca, Ariz., for the murder of Trapp and for an assault on Mrs. Trapp. He was brought here, pleaded guilty to the murder charge, and was sentenced to hang Sept. 24.

The negro killed most of his victims with a hammer, he asserted.

Mr. and Mrs. Erhardt were killed, according to the confession, after the negro had served a jail sentence at Douglas, Ariz. He said he killed the couple to obtain money. Reavis also was killed for money.

Two of the burglaries were committed in one night in June, 1913, in Omaha, the Sheriff said. Gibson was arrested after the first and escaped, although handcuffed. With the manacles on his wrists he committed the second he said, to obtain money for having the handcuffs filed off.

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Health, Beauty And The Home

America's Own Dish

By Mrs. Christine Frederick,

The Distinguished Authority on Household Efficiency.

WHAT is the American national dish? Is it baked beans? Is it turkey with cranberry sauce? Beef a la mode? Surely not! I believe if a "straw vote" were taken as to the one dish which was 100 per cent American and used at every season of the year that dish would be ice cream.

Yes, ice cream is our national, all-year-round dish. Although other countries have so-called ice cream and other frozen dishes, it is only in America that we have the familiar frozen dessert made and whipped in a freezer. From baby to grandpa no other dish equals it in favor.

Who can imagine celebrating Independence Day, of all days in the year, without the exciting refreshment of this frozen delicacy? What plum pudding is to Christmas, surely ice cream is to the Fourth of July. Whether we buy it or makes it at home, no celebration is complete without it, and as the day is usually one which wilts collars and enervates by its heat, we need just such a dish of low temperature to refresh and stimulate.

Wise indeed is the housekeeper who decides to make her ice cream at home. Along with everything else the price of the commercial variety has been boosted and it is certainly a great economy to make it at home. The housewife need not make it of pure cream. She can camouflage milk until it has all the virtue of rich cream, and, indeed, a half-and-half proportion makes even better ice cream than that which is too high in fat. By scalding the milk before using it becomes richer; or we may use evaporated or condensed milk, both of which resulted in an excellent mixture.

To further thicken without giving the cream an unpleasant or floury taste use gelatine or the whipped whites of eggs, or so prepare the mixture that it is practically a custard before being frozen. In every case the mixture should be partly frozen before either the whipped egg whites or gelatine are added.

Now as to the freezer. There are many good makes on the market of the old familiar type, with a can of heavy tin plate and an outer tub of wood. The use of the inner tin can permits rapid changes of temperature through the can, while the outer container of wood is a better insulator, and therefore keeps the ice from melting and keeps the contents as cold as possible.

Although I have used many freezers I am frank to say that I prefer one with an outer wooden tub to that which has a metal outer tub. The latter does not keep cold as long.

The important points in selecting a freezer is the kind of dasher. The dasher, which has a spoon-shaped or slotted mixer, naturally whips the cream better than a plainer one. The idea is that as this dasher revolves its aerating spoon whips the cream and thus gives a smooth and delicate texture. It is the dasher which whips the cream as it is frozen that results in the peculiarly American type of ice cream.

Freezing is done by means of a mixture of ice and salt in certain proportions. Many women do not know why they add salt to the ice. Put a thermometer in a bowl of ice and it will register 30 or 32 degrees, while if we mix salt with it it may go down to zero. Many who have had poor results in making ice cream at home, or where the ice cream has taken too long to freeze, probably did not use sufficient salt. The right proportion is one cup of salt to two cups of shaved or small chopped ice.

An ice shaver should be used and not an ice pick. An ice shaver or chipper will shave a block of ice in a few moments into the exact size pieces necessary to obtain the best results. Such a chipper costs a quarter and is far preferable to the old way of pounding the ice in a bag with a hammer.

The mechanism of the freezer should be so protected that no ice or salt can possibly reach the cream or corrode the gears. All its parts should also be easily accessible for scalding. The cylinders should be heavily retinned so there will be no danger of the metal wearing off.

It is always a mistake to make ice cream in a cellar or any other damp, dark place. To accomplish freezing ice must melt. If it does not no work is being done. The kitchen or any room where it is not too warm is much better than the cellar.

After the cream is frozen the dasher should be carefully scraped and removed, the cover replaced and the cream left to "ripen." It should ripen for several hours in order to become firm and of better flavor.

Although there are on the market several types of freezer which require no cranking, they involve just as much work on the whole and never give the good results of the freezer which must be turned during the process. In other words, the cream must be beaten and prepared before putting in the can, and I see little difference when the beating must be done if the total time consumed is just the same. It is much more satisfactory to buy even a very small freezer with crank. The freezer holding only one quart is excellent for the small family, and by test it takes no longer to make a freezer of cream than it does to make a pie or an elaborate salad.

For those who have electric current there is a motor attachment which will freeze a quantity of cream much more quickly. Any small utility motor can be so attached and will be well worth while, especially for the large household. This, of course, is the kind used in large hotels or institutions.

By the way, one of the usually unpleasant things about making ice cream, namely, holding the tub steady, can be obviated by the use of a set of freezer holders. These are four clamps which can be screwed to the floor and into which the tub may be screwed. The freezer may be removed or fastened instantly without disturbing the holders. In this way a great deal of "waste motion" may be eliminated.

"Take more exercise out of doors if you find yourself growing too stou.."

First Aids to Beauty

By Lina Cavalieri,

The Most Famous Living Beauty.

ALMOST every woman has some defect in her beauty, something she would correct or remove, or at least subdue. There is something she would change if she could and if she knew how. Have you any worries of this sort? Let me try to help you, then.

Is it a whole crop of trying freckles that won't come off? I admit they are not in themselves beautiful. In fact, most faces would be much more attractive without them, though I have known girls who were made more piquant by possessing them. As a rule, though, it is well to try to remove them.

Getting rid of Summer freckles demands a certain amount of care but not worry. By natural processes the worst looking freckles in the world will soon fade, if they do not entirely go away by mid-Winter.

Let us consider preventives first. Did you know that the number of your freckles depends greatly on the color of the veils you wear—that is, if you wear a veil at all? The girl who wears a red veil habitually has few freckles. Do you know why? Red, the color experts tell us, is the best shade to keep off freckles. Brown, with a reddish cast, is next in the grade of usefulness for this purpose. White veils are excellent skin protectors, for white reflects light. Black is the worst of all because it absorbs light and thus converges the sun's rays upon the skin beneath.

So of all colors avoid black and blue. They are freckle formers. A yellow veil is an excellent shield for the complexion.

Having acquired a disagreeable bunch of freckles, however, I would advise you to try some simple lotion first. For instance, this: Lemon juice, 1 ounce; glycerine, 1 ounce.

If the skin is very delicate reduce the amount of lemon juice by half, or in extreme cases of sensitiveness a quarter.

If you prefer and if your skin is of a firm, durable texture you can dispense with the lemon-glycerine mixture and rub slices of lemon directly on the face. Allow the pulp and juice to dry on, leaving it for half an hour or more, then remove with cold cream.

A face bath of buttermilk, taken every night, is especially helpful in removing freckles. The acid in the buttermilk causes the outer scales of the skin to come off, and with them often come the freckles unless they happen to be too deep-seated.

Boiled fresh beans, mashed with a potato masher to the consistency of thick soup and applied to the skin for several nights, have cured ordinary freckles with ease.

For the more obstinate cases, here is one recommended by a well-known skin specialist. It should be used just before retiring and then be removed from the skin after a few minutes by the application of warm water or cold cream: Glycerine, 2 ounces; tincture of iodine, 1 ounce; oil of turpentine, 1 pint; pulverized camphor gum, ½ ounce; liquid honey, 1 ounce. Mix and strain through soft muslin. Do not allow to remain on the skin too long or it will burn the skin and might even blister it, if the skin is unduly sensitive.

If you are afflicted with a red nose, whether from indigestion or anaemia, then you must be careful that you do not wear any of your clothes too tight. It is best, too, to take a treatment including more fresh air, more nourishing food and more iron.

Tight clothes may cause redness of the nose by impairing the circulation. Many a woman has restored her nose to normal color by wearing larger corsets or by loosening the strings of the old ones. Remember that the causes of red nose and cold feet are the same—defective circulation.

Bathing the nose with hot water relieves congestion of the blood vessels, just as this condition can be relieved in other parts of the body.

Whatever the cause, try to live in a thoroughly hygienic way and the color will soon improve. Meanwhile, it will help to apply to the nose this soothing mixture: Borax (powdered), 1 ounce; water, 1 pint; orange flower (or any other perfume), 20 drops.

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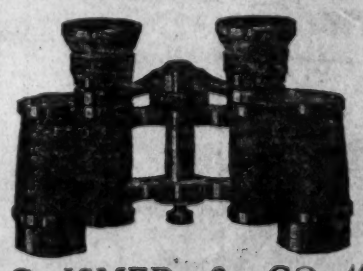

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It is a liquid easily used by anyone. In sixteen colors to suit every taste. Make your old hat match your new dress.

Colorite
COLORS OLD & NEW STRAW HATS
JET BLACK (Glossy) NAVY BLUE CERISE LAVENDER
DULL BLACK CADET BLUE BURNT STRAW OLD ROSE
CARDINAL RED VICTORY BLUE BROWN GRAY
YELLOW SAGE GREEN VIOLET NATURAL
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$0.50 per bottle

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TO THE BUSINESS MAN who, by studying his assistants' comforts during the hot summer, gets the highest efficiency possible out of his staff.
TO THE SHOPKEEPER who by their use, will keep his shop cool, and his customers comfortable and happy, to their mutual advantage.
TO THE HOME where, with their assistance, you can dine and sleep in comfort, and rise the next day feeling thoroughly refreshed and ready for anything that comes before you.
WHO WOULD BE WITHOUT ONE?
THE MUNICIPAL ELECTRICITY DEPARTMENT
Showrooms: 26 Nanking Road. Tel. Central 283.

WINNIPEG ELECTS THREE CONVICTS TO LEGISLATURE

They Are Serving Sentences Of One Year Each For 'Seditious Conspiracy'

'FARMER-LABOR VICTORY'

Trio Expect To Be Released By The Time New Session Convenes

Winnipeg, July 17.—The conviction that before another decade has passed every Province in Canada, most of the States in the Union and the two Nations themselves will be governed by Farmer-Labor political alliances, is held by the three Winnipeg Labor members-elect to the Manitoba Legislature, who are serving one-year sentences at the Provincial Prison Farm for seditious conspiracy.

"Our victory, following the recent Farmer-Labor triumph in Ontario, is just a forerunner of what is going to happen all over this continent," the Rev. William Ivens, one of the prisoner-legislators, told relatives and friends who went to the prison farm to congratulate him upon his election.

His opinion was echoed by George Armstrong and Aldermar John Queen, fellow-prisoners and fellow-members-elect, and by W. A. Pritchard and R. J. Johns, the strike-leader prisoners who were arrested at the polls.

"If the United Farmers of Manitoba had gone into the election as an organised political force they and the labor organizations would have made a clean sweep of the province," Ivens declared. "Disorganised as we were, and handicapped as we were, being here unable to do any campaigning, we captured eleven seats and the Farmers eight. Labor men and Farmer candidates were victorious in every constituency that they contested. We erred in not running candidates in every riding."

"Next time we'll know better," spoke up Armstrong.

The prisoners were asked if they had formulated any policies which they intended to follow in the Legislature.

"We are principally concerned now in getting out of here," replied Queen.

"Do you think you'll be out by January, when the Legislature meets?" he was asked.

"We expect to be freed long before that," was the reply. "Surely after the electors demonstrated so conclusively that they want us freed, the Government will not oppose our application for release much longer."

The labor members expressed disappointment because their colleagues, Pritchard and Johns, and R. B. Russell, a strike leader, who is serving two years for seditious conspiracy in Stony Mountain Penitentiary, did not win also. They said their defeat was due to the unfamiliarity of the labor voters with the proportional representation election system which was used in the Winnipeg election for the first time. They had not been educated to distribute their first-preference votes among all candidates on the labor ticket. They all voted for F. J. Dixon, Ivens and Armstrong which resulted in those candidates getting many more votes than they required and the other candidates not getting enough.

Ivens, Armstrong, Johns, Queen, Pritchard and Russell were the only candidates among the forty-one who sought election in Winnipeg who did not sit up election night to get the returns. They couldn't. They had to go to bed when the "lights out" signal sounded, and they did not know the results for several hours after the votes were counted. The news was conveyed to them by long distance telephone by friends who had to go through all the usual red tape necessary to obtain permission to communicate with prisoners.

While weeding the garden, mending fences, white-washing walls and doing the thousand and one odd jobs assigned to them at the prison farm, the imprisoned strike leaders are gaining health and strength and planning what they are to do when they are released. Most of them will resume their work as propagandists for the One Big Union and the Socialist Party.

Ivens will be reinstated as pastor of the Labor Church, which he founded; Queen will go back as City Alderman, member of the Legislature and business manager of the Western Labor News.

"We're having a fine holiday," Ivens cheerfully remarks to members of his family and friends, who visit him weekly. "We all are in better physical trim than we ever were before. But we'll be glad when this 'vacation' is over."

TAXI PHONE WEST 189
FORD HIRE SERVICE
$3 per hr. $1.00 per 20 min.
77 ROUTE VALLON

First Picture Of Civil War In Londonderry, Ireland

BRITISH TROOPS IN LONDONDERY IRELAND. ©INTL

British troops, having prepared an improvised barricade of sandbags and household furniture, await the attack of Sinn Feiners in Londonderry, Ireland. The photograph was made during the recent street fighting in the city.

Women And Geography

Many Places On Sea And Land Emblazoned Wtih Great Names

In a bulletin issued by the National Geographic Society the writer says that the names of such women as Joan of Arc and Edith Cavell are written indelibly upon the hearts of people for all ages. Generous and well deserved tributes have been paid tastingly to others, but so much have their names become a part of our daily lives that many who frequently pronounce them are unmindful of their significance. Cities, rivers, provinces and islands bear the names of women of distinction. Continuing the bulletin says:

"Lady Franklin Island, near Baffin Island in the Arctic Circle, is named for the wife of Sir John Franklin, the explorer who lost his life in first finding the northwest passage through the great ice of the Polar regions. There is perhaps no more beautiful story of untiring devotion and persistent effort than that of Lady Jane Franklin who, after the failure of many attempts, fitted out a ship which, though it brought back to her the definite proof of the loss of her husband's expedition, established his achievement of his object.

"The picturesque stories of the little Indian princess Pocahontas always will hold a loved place in the hearts of American childhood. Counties in Iowa and West Virginia, villages in Bond County, Illinois, and Cape Girardeau County, Missouri, and in the Rocky Mountains in Alberta, Canada, are named for her.

"Queen Victoria's name is wrapped around the British Empire from the capital of British Columbia, over the heart of Africa at Victoria Nyanza and Victoria Falls, and beyond into the Queensland and Victoria in far-away Australia. America, too, in its early days of colonization paid its tribute to the queens of the mother country and to the gracious ladies who braved the dangers of untried shores with their lords. Elizabeth, a cape in Maine, and Elizabeth City in Virginia, as well as the State itself, together with some twenty-five other places in the United States, bear the name of the clever, witty, versatile coquette, who took the dissension-torn England and whipped it into a place of world power. Elizabeth Carteret, the charming wife of one of the aristocratic proprietors of New Jersey, shares with Queen Elizabeth some of the honors of the name. Elizabeth-town in North Carolina and Elizabeth City in New Jersey are named for her.

The name of Clara Barton is perpetuated in Barton County, Kansas, and the wife of George Washington, who before her first marriage was Martha Dandridge is honored in the town of Dandridge, Tenn.

"Maryland and Virginia are fairly bespattered with the names of the Queens and Princesses of England, the very State names themselves being taken from that of Queen Henrietta Maria, the wife of Charles I., and the disputably fortunate estate of Elizabeth. Then, too, there are Annapolis, named for the wife of James I. of England, and Anne Arundel and Caroline Counties in Maryland, called after the wives of two of the Calverts; Fluvanna County and the North Anna River in Virginia, named for Queen Anne, and Charlotte, Amelia and Caroline Counties and Charlottesville, the home of the University of Virginia, all called for the wives and daughters of the English Kings.

"Marietta, Ohio, was named for the haughty, charming Marie Antoinette. The Aleutian Islands, off the coast of Alaska, when that territory was Russian were known as Catharine Archipelago, in honor of Catharine the Great. Ekaterinburg was named for the Russian Catharine who ruled Russia through her husband, Peter the Great.

"St. Helena, the rugged little island in the Atlantic, which has such a soothing effect upon the restless tendencies of autocrats, bears the name of the mother of Constantine the Great, who, according to the legend, discovered the cross upon which Christ died during a visit she made to the Holy Land. She was known in the early days of Christianity for her religious zeal and piety Helena, Montana, though opinions differ as to the origin of the name, is said to have been so called because of the resemblance of its location to that of St. Helena.

"The naming of Hart County, Georgia, is a generous tribute to a Dixie heroine of the Revolution, Nancy Hart.

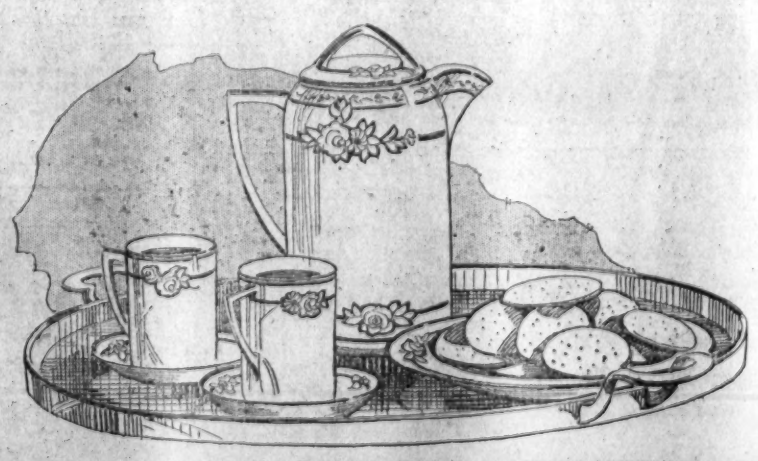
"Races do not scorn to boast that their names were taken from those of women. The Scots claim to be descended from Scota, a daughter of Pharaoh, and the Saracens from Sarah, the wife of Abraham. The Harbor Beara in Ireland is said to have been named by Owen Moore, King of Munster during the reign of Conn of the Hundred Battles, for his wife, a Spanish princess. No Saint, perhaps, holds a dearer place in the Irish heart than St Ite, or Ide, often called Brigid of Munster, and we find her name in several variations in the names of many churches and places throughout the country.

"A charming little legend hovers about the naming of Charing Cross, the busy London station. At the spot in 1291 Edward I. erected one of the thirteen crosses marking the route followed by the funeral procession of his wife, his 'chere reine' from Nottinghamshire to Westminster Abbey."

TIBETAN FOX SKIN

A Tibetan Fox Skin is what you want. The Fur is thick and long and rich, and the skin and tail are exceptionally large. It is quite a different skin to the ordinary China Fox Skin. When you want a specially selected Tibetan Fox Skin send a Chinese Post Office Money order for $25 to Mr. Elly Widler, Ta Tsing-lu, Szechwan Province, and he will immediately mail you the skin.

Born 1915—Still Existing.



There are two kinds of HOT CHOCOLATE.

One kind is made with LIBBY'S CREAM, and the other is—NOT.

Furthermore, there is a vast difference between them. One is better than the other, and it would serve no purpose to tell you what we think. It is what YOU think that really matters.

TRY BOTH

and then tell your friends what you think.

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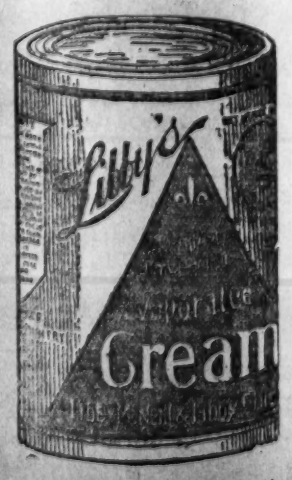

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-:- Financial And Commercial News -:-

BENJAMIN AND POTTS SHARE LIST

Yesterday's Prices

Stock Banks	Quotations Closing
H. K and S. B. ..	575 S.
Chartered	80
Russo-Asiatic	ls. 250
Marine Insurances	
Canton	.$890
North China	ls. 158
Union of Canton.	k.$190
Yangtsze	23 B.
Far Eastern Ins. Co., Ltd.....	ls. 19½ B.
Fire Insurances	
China Fire	128
Hongkong Fire...	315 B.
Shipping	
Indo-China Def...	.$220 S.
Indo-China Pref..	8
"Shell"	50/-
Shanghai Tug ord	ls. 50
Shanghai Tug pref	ls. 35 B.
Mining	
Kaiping	ls. 16½ B.
Oriental Cons.....	7/-
Raub	1.30
Docks	
Hongkong Dock ..	.$152 S.
Shanghai Dock ..	ls. 123 B.
New Eng. Works	ls. 27
Wharves	
Shanghai Wharf..	Tls. 160
Hongkong Wharf	H.$85½ B.
Lands and Hotels	
Anglo-French Land	Tls. 72
Shanghai Land...	Tls. 63¼ B.
Weihaiwei Land..	ls. 3
S'hai Hotel Ltd. .	852 B.
China Realty (ord.)	Tls. 50
China Realty (pref)	Tls. 50
Cotton Mills	
E-wo (ord.)	Tls. 855
E-wo (pref.)	Tls. 85
Laou-kung-mow...	Tls. 385
Oriental	Tls. 217½
Shanghai Cotton .	Tls. 275
Kungyik	Tls. 50
Yangtszepoo	Tls. 33¾
Yangtszepoo Pref.	Tls. 85
Industrials	
Butler Tiles	Tls. 25
China Sugar	H.$289 Sa.
Green Island	H.87¼ B.
Langkats	Tls. 15¾ B.
Major Bros	Tls. 5
S'hai Sumatra ...	Tls. 98
Stores	
Hall & Holtz	$12¼
Llewellyn	$30
Lane, Crawford...	$80 B.
Moutrie	$35
Watson	H.$5.80 Sa.
Weeks	$11
Rubbers (Local)	
Alma	Tls. 5 B.
Amherst	Tls. 0.50
Anglo-Java	Tls. 8 B.
Anglo-Dutch	Tls. 3.10 B.
Ayer Tawah	Tls. 20 B.
Batu Anam 1918.	Tls. 0.60 B.
Bukit Toh Alang	Tls. 1¾ B.
Bute	Tls. 0.50 B.
Chemor United...	Tls. 0.70
Chempedak	Tls. 5
Cheng	Tls. 1¼
Consolidated	Tls. 1.90 B.
Dominion	Tls. 5
Gula Kalumpong .	Tls. 5
Java Consolidated	Tls. 12 B.
Kamunting	Tls. 3 B.
Kapala	Tls. 0.25
Kapayang	Tls. 10
Karan	Tls. 7.60
Kota Bahroe	Tls. 3 B.
Kroewoek Java ..	Tls. 13
Padang	Tls. 6½
Pengkalan Durian	Tls. 2½ B.
Permata	Tls. 1 B.
Repah	Tls. 0.50
Samaraga	Tls. 0.60
Seekee	Tls. 1
Semambu	Tls. 0.70 B.
Senawang	Tls. 4 B.
S'hai Klebang ...	Tls. 0.55
Shanghai Malay .	Tls. 3
S'hai Malay pref..	Tls. 10
Shanghai Pahang	Tls. 1
Sungala	Tls. 0.50
Sungei Duri	Tls. 6¼ B.
Sua Manggis	Tls. 3¾
S'hai Kalantan ..	Tls. 0.55
S'hai Seremban ..	Tls. 0.60
Taiping	Tls. 0.80
Tanah Merah	Tls. 0.80
Tehong	Tls. 15¼ S.
Ulobri	Tls. 2½
Ziangbe	Tls. 5
Miscellaneous	
C. I. & E. Lumber	Tls. 325
Culty Dairy	Tls. 12
Shanghai Trams ..	Tls. 68
Shanghai Gas	Tls. 14½ B.
Horse Bazaar	Tls. 34
Shanghai Mercury	Tls. 25
S'hai Telephone...	Tls. 69
S'hai Waterworks..	Tls. 121

S. Sellers. Sa. Sales. B. Buyers.

Benjamin and Potts, 8 Jinkee Rd.

Telephone No. Central 398

Stock Exchange

Shanghai, August 21, 1920.

OFFICIAL

Moutries $40.00
Chinese Eng. & Mng "B" Tls. 16.50
Far Eastern Ins. Tls. 30.00
Shanghai Dock Tls. 124.00

UNOFFICIAL

H. & S. Bank $550.00
S'hai Gas 6% Debs. Tls. 70.00

Exchange and Bullion

Shanghai, August 21, 1920.

Exchange and Bullion

Sovereigns: buying rate,
@ 6/3 = Tls. 3.20
@ exch. 72.8 = Mex. 04.40

Gold Dollars: Bank buying rate,
@ 112¼ = Tls. 0.89
@ exch. 72.8 = Mex. $1.22

Mex. Dollars Market Rate 72.275

Shanghai Gold Bars: 978 touch Tls. 212

Bar Silver 998 touch ...Tls. 111

Copper Cash .. per tael 192.000

Native Interest ..... Tls. 07

Latest London Quotations

Bar Silver ..... 63¾ d.
Bank Rate of Discount 7%
Ex., Paris on London Fr. 50.69½
Ex., New York on London T.T. G.$3.59

Exchange Closing Quotations

London ..... T.T. 6/3
London ..... Demand 6/3¼
India ..... T.T. 324
Paris ..... T.T. 1575
Paris ..... Demand 1578
New York ..... T.T. 112
New York ..... Demand 112¼
Hongkong ..... T.T. 71
Japan ..... T.T. 45
Batavia ..... T.T. 329
Singapore ..... T.T. 37

Bank's Closing Buying Rates
(All Nominal)

London ..... Demand 6/5
London .....4m/s. Cdts. 6/7
London ....4 m/s. Docy. 6/7½
London ....6 m/s. Cdts. 6/8¼
London ....6 m/s. Docy. 6/8¾
Paris ..... 4 m/s. 1675
New York .. o/d. Docy. 115
New York ..4 m/s. Docy. 119¾

Tourists' Exchange

@ Bank's Closing Demand buying Rates

£10 @ exch. 6/5 = Sh. Tls. 31.17
G.$50 @ exch. 115 = Sh. Tls. 43.48
Fr. 250 @ exch. 1625 = Sh. Tls. 15.38

1 Shanghai Tael = Mex. $1.37 at Bank's selling rate for Mexican Dollars.

BANKS SELLING RATE FOR MARKS

Marks 4,100 ..... = Tls. 100
„ 100 ..... = Mex. $3.37

ROUBLES EXCHANGE

Today's Bank Buying Rate For Roubles

Roubles 22,000 ..... = Tls. 100
„ 100 ..... = Mex. $0.62

Exchange Shop Rates

Buying: 100 Old Roubles $1.25
„ 100 New „ $0.60
Selling: 100 Old „ $1.35
„ 100 New „ $0.67

CUSTOMS HOUSE EXCHANGE RATES FOR AUGUST

Hk. Tls. 3.20 @ 5/7¼ £1
„ 1 @ 1358 Fr. 15.13
„ 0.86 @ 104¼ G.$1
„ 1 @ 48½ Y.2.30
„ 1 @ 288½ Rs. 3.21
„ 1 @ 1.50 Mex. $1.56
„ 1 @ — Roubles —

THE man who would forge to the front in this competitive age must be a man of prompt and determined decision. Like Caesar, he must burn his ships behind him, and make retreat forever impossible. Prompt decision and sublime audacity have carried many a successful man over perilous crises where deliberation would have been ruin. Are you still undecided about WIDLER'S MUSK, if so it won't be for long. Forget all the other trade names by which Musk is known but remember WIDLER'S MUSK, the MUSK that will eventually predominate. Send Chinese Postal Money Orders for $300 to Mr. Elly Widler, Ta Tsing-fu, Szechuen Province, and he will mail you a sample of one pound of WIDLER'S MUSK. Tel. Widler-Tatsienlu. Bentleys Code.

Shanghai Produce & Stock Exchange

Transactions

Shanghai, August 21, 1920.

Japan Trust Bank Ltd.
Tls. 8.00 September
„ 8.40 October

Nisshi Boseki Kaisha
Tls. 7.00 August
„ 8.50 September
„ 8.70 October

Japan-China S. & W. Co.
Tls. 28.80 August
„ 28.90 September
„ 30.60 October

Shanghai P. & S. Exchange
Tls. 22.10 August
„ 23.00 September
„ 23.20 October

Local Yarn for Standard: 16's
Tls. 153.00 August
„ 156.00 September
„ 156.00 October
„ 157.00 November

Local Yarn for Standard: 20's
Tls. 175.00 August
„ 178.00 October

Water Moon 16/20's
Tls. 166.00 November
„ 166.00 December
„ 165.00 January

FRENCH MARKETS

Paris, August 20.—Market quotations:

Marseilles, August 19:
Rice Cleaned..Saigon ..180
Potato Starch 125
Le Havre, August 18:
Cotton, First Quality .. 627
Cotton, Second Quality.. 617
Cotton, Third Quality .. 606
Lyons, August 19:
Raw Silks:
Cevennes 215
Italy 225
Syria 220
Japan 225
China 200
Canton 185

PARIS EXCHANGE

(Reuter's Service)

Paris, August 20.—Exchange quotations:

London 50.69½
New York 14.12
Belgium 106.75
Prague 23.75
Italy 65.00
Rumania 34.00
Switzerland 233.00½
French War Loans:
3 percent..... 56.97
4 percent .. 1917 .. 71.15
4 percent .. 1918 .. 71.15
5 percent 87.50
5 percent .. 1920 ..102.25

U.S. Gold Exports

(Reuter's Service)

Washington, August 20.—United States exports of gold for the fiscal year ending June 30 were as follows:

Total Exports $466,593,000
Exports to China 54,566,000
Exports to Japan 85,852,000
Exports to Hongkong 59,902,000

Exports of silver were as follows:

Total Exports $179,037,000
Exports to China 117,570,000
Exports to Japan 3,946,000
Exports to Hongkong 24,380,000

United States Imports of Gold were as follows:

Total Imports $150,540,000
Imports from Hongkong 23,633,000

Imports of Silver were as follows:

Total Imports $102,900,000

Share Market

Messrs. J. P. Bisset and Co. write as follows in their report dated August 20:

There is no change to report in the state of the local share market. Prevailing conditions o steadily advancing exchange and lack of trade in most other markets do not improve the dull situation at present and the tendency is towards easier quotations. Today's cables from Singapore show a market improvement in the prices of rubber at this week's auctions and if this is maintained there will no doubt be a sharp recovery in the demand for local rubber shares.

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Cable Address
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Spacious and Luxurious Dining and Reception Rooms.
Fifty Bedrooms with private Baths and Toilets.
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Manager.

Silk Market

In their report dated August 20, Messrs. William Little and Co. write as follows:

White Silk.—Teatlee New Style, M. H. Y. Blue Dragon Ex. 1, 2 Tls. 790 av. Feima Ex. 1, 2 Tls. 760 av.

Yellow Silk.—Mienyang 1, 2 S. T. Tls. 480, 460.

Tussah Filature.—Sun Pagoda 1, 2 Tls. 342½ av.

Passenger Departing

Per G.L. s.s. Glenamoy for Singapore: Mr. S. McKee; for London: Mr. and Mrs. G. S. Robinson, Messrs. H. G. Bateman, C. E. Hall.

Per N.Y.K. s.s. Kashima Maru for Seattle: Mr. and Mrs. T. Skraastad and 5 children, Miss I. Hovden, Mrs. Keays Young, Misses Keays Young, U. F. Steele, I. Kiaer, E. Kiaer, E. Drake, Spence, D. H. Nau, Mr. and Mrs. Young, Mrs. L. M. Wilson and 2 children, Mrs. M. E. Ibbotson, Messrs. C. J. Wolfe, J. R. Wilson, C. Jorge, Mien M. Kattwinkel, K. McKelvie, W. Brewer, G. Curry, A. J. Emery.

BALL PLAYERS OUT FOR COX

Group Of Professionals Incorporate A League To Support Him

Columbus, Ohio, July 19.—The Cox-Roosevelt League of professional baseball players filed papers of incorporation with the Secretary of State today and sent a message to Governor Cox congratulating him on his nomination as President and pledging support.

The incorporators of the league are Jake Daubert, Ivey B. Wingo and Ed D. Roush, Cincinnati; Walter J. (Rabbit) Maranville, Boston Nationals; Charles D. Stengel, Philadelphia Nationals and Ivan N. Olsen, Brooklyn Nationals. Vice Presidents of the league include Roger Peckinpaugh, of the Yankees; Luther McCarty, of the Giants, and Leon Cadore of the Brooklyn team.

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CZECHS DEMAND NATIONALISATION

President Masaryk Says That Is The Meaning Of Recent Election

Prague, Czecho-Slovakia, June 29. —President Masaryk of Czecho-Slovakia predicted increasing power and influence for the working classes of his country in a conversation with American correspondents today. He said that the present tendency of Czecho-Slovakia was toward socialisation or nationalisation.

"Our recent election," said the President, "means practically socialisation, or what some people call nationalisation. It means State control of industries and public utilities. The workingman will decide now how they shall be conducted.

"For example, workingmen will be among the trustees of banks and will have bonds in factories and so forth. They will share in the earnings. That is the tendency now. There necessarily will be a great variety of economic development, because some of the workmen are now ready for the change, while others are not."

Turning to the tense situation existing between the Czechs and the German citizens, President Masaryk expressed hope that a settlement would soon be reached between the factions.

"The German minority," he said in this connection, "is a real problem for us, but we hope we shall soon come to terms with the Germans, who are in a peculiar position. Having been for centuries in the dominant place, it is hard for them to grasp the new situation. They are living in the old order of things."

Passengers Departed

Per K.M.A. s.s. Kaiping for Chinwangtao: Misses Tollefsen McPherson, Binks, L. Simon, Mrs. Earle, Mrs. Berry, Mrs. and Miss Godby, Mrs. and Miss Martin Messrs. Redelsperger, Ponte, Teesdale, Ferris, Tribe.

Per T.K.K. s.s. Shinyo Maru for Hongkong: Mr. and Mrs. T. B. Rogers, Mr. and Mrs. H. Taylor, Miss Taylor, Messrs. Chine Ho-sze, H. W. Hebbs, A. W. Hughes, S. Imamuea, S. Marks, J. A. Maher, R. R. Roxborough, Shihsi Hsii.

Per N.Y.K. s.s. Shidzuoka Maru for Marseilles and Colombo: Messrs. Yu Hing-tching, B. D. Bemjee, S. Achategui, Hamon Boisselier, Sario.

Per P. and O. s.s. Plassy for London: Mr. and Mrs. W. G. Feast, Lt. A. E. de B. Jenninrs Major and Mrs. E. W. Moore, Mr. and Mrs. F. W. Price and 2 infants, Mr. and Mrs. C. and Miss Hamilton, Rev. and Mrs. Eddon Miss Eddon, Mstrs. Eddon (2). Messrs. Koo Yan-lien, Chang Ping-hsun, Lung Shun-yen, Lee Yung-ching; for Singapore: Mr. and Mrs. F. E. and Miss Richardson, Mr. and Mrs. Horning, Miss Horning, Mr. and Mrs. E. J. Campbell, Mr. and Mrs. C. V. de Beurs, Messrs. T. Yu, A. T. Klein L. W. Butler, H. Chow, Ching Wen-sang, Wang Yuoh; for Hongkong: Mr. and Mrs. A. C. and Mstr. Danenberg, Messrs. W. J. Warmsley, G. Lyns, J. Sampson H. Pavier, E. J. Wilkinson, A. G. Nobles, N. W. Mallory, Grus, O Cilea, Provanznik, R. Bell.

Per C.P.O.S. s.s. Monteagle for Vancouver: Mrs. A. F. Landre and son; Miss La M. Le Roy, Mr and Mrs. W. B. Russell and family, Rev. and Mrs. J. A. Slimmon and family, Miss Mabelle I. Thompson, Mr. and Mrs. H. H Wilder, Messrs. Feng Chi-ling, C Cavrotti, H. C. Chu, H. E. Kerrey Jack Mandelberg, J. L. Robinson, J. D. Steele, J. Thayer.

KILLS MAN WITH SALT

Malaga, Spain, July 16.—Lieut. Enrique Morena, who last year caused the death of Private Neys by firing a cartridge filled with table salt into his body point-blank, has been sentenced by a court martial to twelve years' imprisonment. Corpl. Hilario Fuertes, who loaded the rifle under the direction of Lieut. Morena, was released.

Passengers Arrived

Per C.M. s.s. Taishun from Amoy: Mr. and Mrs. W. H Gibel, and 3 children.

Per C.M. s.s. Kiangyu from Hankow: Rev. Father A. Bureau Mrs. M. B. Nilson, Mrs. S. Hellon

Per N.Y.K. s.s. Shidzuoka Maru from Japan: Messrs. Frubotshistof, R. W. MacCabe.

Per C.P.O.S. s.s. Monteagle from Hongkong: Mrs. G. Quinn 2 children and infant, Misses I Roy, E. Quinn, W. B. Lowther, B. Meyer, H. J. M. and B. Tiemersma, H. I. Stockton, G. M. Razavet, L. M. Owen, Lieut. J. H. Forshew, Rev. J. Ley, Rev. H. C. Rees, Major N. Macleod,

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New Photographs Of Principal Figures In Tragedy Which Stirred Country

Former Lieutenant Carl O. Wanderer, of Chicago, war hero and winner of the D. S. C. and Croix de Guerre, signing the copy of his confession in which he told how he had faked a "hold-up" and shot to death his pretty wife and a stranger who played the part of "robber." In his confession Wanderer declared that he had become tired of the restraints of married life and the thought that a child was soon to be born drove him to commit the horrible crime. He told how he had met the stranger in a saloon and had talked him into playing the part of bandit in the frame-up burglary. The stranger was to follow Wanderer and his wife to the vestibule of their home in Chicago, and there demand money. Everything worked according to schedule, according to Wanderer's confession, and when the stranger accosted them in the hall, the former lieutenant drew two revolvers and opened fire. He fired ten shots in all. He then told how he placed one of the revolvers beside the body of the stranger. It was this revolver that proved his undoing, it being traced to the retail store of Fred Wanderer, a cousin, from whom he had borrowed it. Upper inset in the layout is a new picture of Mrs. Wanderer, and in the lower insert is shown the dead man who has been partly identified as John L. Maloney, of River Point, L. I.

Mrs. B. and Master G. E. Cole, Miss E. J. Cole, Dr. and Mrs. C. W. Mason, Masters J. A. Mason, C. T. and P. W. Mason, Misses D. and A. M. Mason, Mr. and Mrs. G. Tideman, Misses L. and L. Tideman, Dr. and Mrs. J. O Thomson, Lieut. Col. and Mrs E. S. and Miss B. J. Wheeler Mr. and Mrs. F. X. Lopes Masters P. J. and J. M. Lopes F. X. and L. J. Lopes, A. P. and G. A. Guterrse, Sister M. Sylvia Messrs. Ma Ying-pui, E. V Hickey, Y. P. Young, W. E Tuttle, W. S. Chadwick, E. Klein . McGrail, W. J. Sawyer, D. B Sparks, Look King, Hin Fun yung, E. I. Fohter.

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(Continued from Page 24)

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NOTICE is hereby given by Yu Sun and Co., situate at 127 Szechuen Road, Shanghai, and dealing in Honan and Shantung silks, that, besides the book accounts with native and foreign banks and the buying and selling of goods, all financial documents must bear the seal of our Company and the signature of our manager, Mr. Ou King Tong. In case any other company having the same name as ours should have any dealing with other parties without the said seal and signature being shown, no liability will be recognised by our company.

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MUNICIPAL NOTIFICATION
No. 2715.

SHANGHAI MUNICIPAL COUNCIL 6 PER CENT. STERLING LOAN, 1920.

Amount £750,000

Price of Issue £100 per cent.

UNDER the authority of Resolution VII passed at the Annual Meeting of Ratepayers on April 7, 1920, the Council hereby invites applications for Bearer Debentures (with coupons attached) in the 6 percent. Sterling Loan of 1920 which is issued on the following terms:—

(1) Debentures to Bearer, with Sterling interest coupons attached, will be issued at £100 £500, £100 and £50.

(2) The Debentures of this issue will bear interest at the rate of 6 percent per annum, payable on June 30 and December 31 in each year by sterling demand draft on London at par, or in silver (local currency) at the Hongkong and Shanghai Banking Corporation's Shanghai current demand buying rate on London on date of presentation of the relative coupon The first payment of interest will be made on December 31, 1920.

(3) Applications, accompanied by payment in full, will be received by the Hongkong and Shanghai Banking Corporation, No. 12 The Bund, on and after May 1, up to and including June 30, 1920, the Council reserving to itself the right of closing the subscription lists on any day previous to June 30, 1920, by Notification in the Municipal Gazette and Public Press of Shanghai.

(4) Payment on application will be accepted in Silver (local currency) at the Hongkong and Shanghai Banking Corporation's current selling T.T. rate on London and will bear interest from date of payment, or in Sterling by T.T. or Demand Draft on London Interest on payments made in Sterling will only accrue from the date on which the relative remittances are received by the Hongkong and Shanghai Banking Corporation, London.

The cost of all telegrams involved through payment by Sterling T.T. shall be paid by the applicant.

Payment will be acknowledged by Banker's Receipt pending issue of the Debentures.

In the event of any applicant not being allotted the full amount applied for, the amount over applied for will be repaid in full plus interest at the rate of 6 per cent per annum from the date payment was received in Shanghai or London to the due date of repayment in Shanghai, as notified to the applicant by special notice from the Council.

(5) The Loan will be redeemed at par on June 30, 1950, but may be redeemed by the Council in whole or in part on June 30, 1930 and/or on any subsequent date or dates on which the half-yearly interest is payable, subject to the Council giving six calendar months' notice in the Municipal Gazette and Public Press of Shanghai. In the event of any partial redemption of the loan the numbers of the Debentures to be redeemed will be decided by drawing. The numbers of such drawn Debentures will be notified in the Municipal Gazette and Public Press of Shanghai not less than three months prior to the date of repayment.

Application forms can be obtained on and after May 1, from the Hongkong and Shanghai Banking Corporation, No. 12 The Bund, or from the Treasurer and Comptroller, Finance Department, 24B Kiangse Road, to whom all enquiries should be addressed.

By order,
N. O. LIDDELL,
Secretary.

Council Room,
Shanghai, April 19, 1920. 31219

Municipal Notification
No. 2702

7 PER CENT. LOAN, 1920

Price of Issue until further notice 92½ per cent.

Under the authority of Resolution VII passed at the annual meeting of Ratepayers on April 7, 1920, the Council hereby invites applications for debentures in the 7 per cent Loan of 1920.

The debentures in this issue will bear interest from the date of purchase at the rate of 7 per cent per annum payable on June 30 and December 31 in each year.

They will be issued at 92½ per cent until further notice and will be redeemed on December 31, 1930.

The scrip will be issued in denominations of Tls 1,000, Tls 500 and Tls. 100 to suit the convenience of applicants, but no allotment for a less amount than Tls. 500 nominal will be made except to depositors in the Municipal Investment Bank.

Application forms can be obtained from the Treasurer and Comptroller, Finance Department, 24B Kiangse Road, to whom all enquiries should be addressed.

By order,
N. O. LIDDELL,
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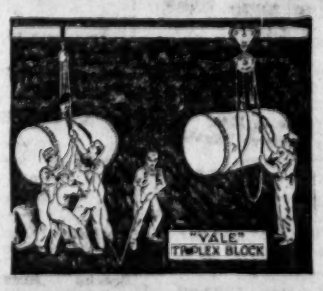

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Hongkong	Canton	Mongtze
Singapore	Pondichery	Bangkok
Papeete	Shanghai	Noumea
	Djibouti	

London Bankers:
The National Provincial and Union Bank of England, Ltd.
Comptoir National d'Escompte de Paris—Credit Lyonnais.

The Shanghai Agency undertakes all Banking and Exchange operations; grants credits on goods and approved securities; opens current and fixed deposit accounts according to arrangement.

L. ARDAIN, Manager.

The Exchange Bank of China

SHANGHAI BRANCH
41 Kiangse Road.

Telephone C. 1941.
Telegraphic Address "Knabes."

Capital ..... Yen 10,000,000

Head Office ..... Peking.
Registered in the Ministry of Finance.

General Banking Business of Every Description transacted.

Foreign and Domestic Exchange Business a speciality. We issue Demand Drafts, T/T, Letters of Credit, Buying and Selling Specie, etc., etc.

Foreign and Domestic Commercial Papers and Bills discounted.

Loans and Advances made on approved Securities.

Interest allowed on current accounts and fixed deposits according to arrangement.

Foreign Agencies at Tokio, Yokohama, Kobe, Osaka, Nagasaki, Moji, Singapore, Bombay, London, New York.

Domestic agencies at Tientsin, Hankow, Kiukiang, Tsingtau, Dairen, Changchun, Mukden, Foochow, Amoy, Swatow, Hongkong, Canton.

P. C. KONG.
Manager.

Hongkong & Shanghai Banking Corporation

Paid-up Capital $15,000,000

Reserve Funds:—
Sterling £1,500,000
Silver $23,000,000

Reserve Liability of Proprietors $15,000,000

Head Office: HONGKONG
Court of Directors
Hon. Mr. E. V. D. Parr, Chairman.
A. H. Compton, Esq., Deputy Chairman.
G. M. Dodwell, Esq.
G. T. M. Odkins, Esq.
A. S. Gubbay, Esq.
Hon. Mr. P. H.. Holyoak, Esq.
Hon. Mr. J. Johnstone.
A. O. Lang, Esq.
W. L. Pattenden, Esq.
J. A. Plummer, Esq.

Chief Manager.
Hongkong—N. J. Stabb.

Branches and Agencies:

Amoy	Ipoh	Penang
Bangkok	Johore	Rangoon
Batavia	Kobe	Saigon
Bombay	Kuala	S. Francisco
Calcutta	Lumpur	Shanghai
Canton	London	Singapore
Colombo	Lyons	Sourabaya
Foochow	Malacca	Tientsin
Hankow	Manila	Tsingtao
Harbin	Nagasaki	Vladivostock
Iloilo	New York	Yokohama
	Peking	

London Bankers:
London County Westminster and Parr's Bank, Ltd.

Shanghai Branch: 12, The Bund
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

G. H. STITT,
Acting Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid) .	55,000,000
Reserve Fund.....	26,960,000
Capital Contributed by Chinese Government	Kup-Tis. 3,500,000
Reserve Fund	1,750,000

Head office: Petrograd.
Paris office: 9 Rue Boudreau.
London office: 64 Old Broad Street, E. C. 2.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Societe Generale pour favoriser le Development du Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Milan: Credito Italiano.

FAR EASTERN BRANCHES:

Bombay	Hailar	Nicolayewsk
Chanchun	Hankow	O/Amur
(Kwan-chendze)	Harbin	Peking
	Hongkong	Shanghai
Chefoo	Manchouli	Tientsin
Dairen	Newchwang	Vladivostock
(Dalny)		Yokohama

Branches and Agencies in Russia, Siberia and Mongolia

SHANGHAI BRANCH
Interest allowed on Current Accounts and Fixed Deposits in Taels, and Dollars. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Deposit Boxes.

L. JEZIERSKI,
S. JASTRZEMBSKI.
Managers for Branches in Asia.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital	$60,000,000.00
Paid-Up Capital	$12,279,800.00
Reserve Fund ...	$1,298,522.60
Special Reserve Fund	$1,898,898.68

Head Office: Peking.
Branches and Agencies:

Peking	Taiyuan	Shanghai
Tientsin	Kaifeng	Hankow
Chanchun	Wuhu	Ichang
Antung	Anking	Changsha
Dalny	Hangchow	Nanchang
Moukden	Ningpo	Kiukiang
Newchwang	Nanking	Foochow
Harbin	Chinkiang	Amoy
Kirin	Hsuchow	Canton
Tsinan	Soochow	Hongkong
Chefoo	Wusieh	Swatow
Tsingtao	Yangchow	Chungking

Foreign Correspondents:
London, Paris, New York, San Francisco, Tokio, Osaka, Yokohama.

SHANGHAI BRANCH.
3 Hankow Road.

Loans granted on approved Securities. Local Bills discounted. Interest allowed on Current Accounts and Fixed Deposits in Taels or Dollars according to arrangement.

Sung Han-chang,
Manager.
Shanghai, 15th February, 1919.

Banque Belge Pour L'Etranger

Societe Anonyme
Filiale de la Societe Generale de Belgique
(THE BELGIAN BANK)

Paid-up Capital ..Fr. 50,000,000
Reserves .....Fr. 12,027,956

Head office: BRUSSELS
London Office: 2 Bishopsgate, E.C.2
Paris Office: 2 Place de la Bourse
Branches: Cologne, Bucharest, Alexandria, Tantah, Cairo, Peking and Tientsin.
Agents:
Manchester: 31 Mosley Street

President:
JEAN JADOT
Gouverneur de la Ste Gle de Belgique

Correspondents in all important cities of the world.

Interest allowed on Current Accounts in gold or local currency and fixed deposits according to arrangemements.

Every description of banking and exchange business transacted.

L. STRAETMANS,
Manager.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single depositor whose credit balance shall not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

The Bank Of Canton, Limited

Incorporated 1912

Capital subscribed: £1,000,000
Capital paid up £850,000

Head Office
No. 6 Des Voeux Road, Hongkong

Shanghai Office
No. 2 Ningpo Road

BRANCHES AND AGENCIES

Canton	Bangkok	S.Francisco
Batavia	Bombay	Colombo
New York	Manila	Samarang
London	Singapore	Calcutta
Honolulu	Rangoon	Yokohama
Sourabaya	Canada, etc.	

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG.
Act. Manager.

The National Commercial Bank, Ltd.

Established 1907.
Paid-Up Capital ...$1,000,000.00
Reserve Fund 435,461.90

Head office: Shanghai
Peking and Kiangse Roads.
Tels: Managers' Office: Cen. 2650
General Office: Cen. 2613 & 2614

Branches:
Hangchow, Hankow, Peking, Tientsin, Mukden and Harbin.

FOREIGN CORRESPONDENTS
London, New York, San Francisco, Tokio, Yokohama, Kobe and Osaka.

Correspondents at the principal cities throughout China.

Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars, Gold Dollars, Sterling and Yen according to arrangement.

Interest allowed on Deposits at Call both in Taels and Dollars according to arrangement.

Domestic and Foreign Drafts purchased and sold.

Credit granted on approved securities.

Savings accounts—4% per annum.

Every description of banking business transacted.

Modern Safe Deposit Boxes For Rent.

Shen Chu Hsu, Manager.
Shu Chin Mih, Sub-Manager.
Mene Chia, T. D. Woo, Acting Sub-Manager.

International Banking Corporation

Capital and Surplus: $10,000,000
Undivided Profits: $500,000

Owned By
THE NATIONAL CITY BANK OF NEW YORK,
Head Office:
60 WALL STREET, NEW YORK
London Office: 36 Bishopsgate E. C.
Lyons Office: 27 Place Tolozan
San Francisco Office:
232 Montgomery Street
Branches:

China	Japan
Canton	Kobe
Hankow	Yokohama
Harbin	
Hongkong	Java
Peking	Batavia
Shanghai	Sourabaya
Tientsin	
Tsingtau	Panama
Dominican Republic	Colon
Barahona	Panama
Puerto Plata	
San Pedro de Macoris	Philippine Islands
Sanchez	Cebu
Santiago	Manila
Santo Domingo	
India	Straits Settlements
Bombay	Singapore
Calcutta	
Rangoon	

Branches of
THE NATIONAL CITY BANK OF NEW YORK

Argentina	Italy
Buenos Aires	Genoa
Once (Buenos Aires)	Peru
Rosario	Lima
Belgium	Porto Rico
Antwerp	Ponce
Brussels	San Juan
Brazil	South Africa
Bahia	Cape Town
Pernambuco	Spain
Porto Alegre	Barcelona
Rio de Janeiro	Madrid
Santos	Trinidad
Sao Paulo	Port of Spain
Chile	Uruguay
Santiago	Montevideo
Valparaiso	Calle Rondeau (Montevideo)
Colombia	Venezuela
Barranquilla	Caracas
Bogota	Ciudad Bolivar
Medellin	Maracaibo
Cuba	
Havana and 22 other cities in Cuba	

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts opened and Fixed Deposits in local and foreign currencies taken at rates that may be ascertained on application to the Bank.

H. C. GULLAND, *Manager.*
1a Kiukiang Road.

The
Chekiang Industrial Bank, Ltd.

Established 1908

Capital $1,000,000.00
Reserve Fund 81,425.61
Resources 10,000,000.00

Head Office & Branches;
Hangchow, Shanghai, Haimen, and Lanchi.

Domestic Agencies;
Throughout CHINA at principal Cities.

Foreign Correspondents:
London, Paris, Rotterdam, Amsterdam, New York, Chicago, San Francisco, Tokyo, Kobe, Yokohama, Osaka, Hakodata, Seoul, Fusan, and Hongkong.

Every description of Banking and Exchange transacted.

Drafts issued and telegraph transfers effected.

Commercial Credits established.

Loans and Credits granted on approved securities.

Interests allowed on Current and Fixed Deposits in Pounds Sterling, U. S. Dollars, Guilders, Yen, Taels and Dollars according to arrangements.

Modern Safe Deposit Boxes for rent on application.

Savings Deposits at 4% compound interest.

LI MING, Manager.
SHANGHAI BRANCH
U 39 Peking Road.
Telephone: C. 3145, Mgr's. Office.
Telephone: C. 2147, General Office.
CABLE ADDRESS:
"CHINLUSBANK," Shanghai

BANK OF COMMUNICATIONS

Specially authorised by Presidental Mandates of April 7th, 1914, and October 31, 1915.

Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING
Over 60 Branches and Agencies at principal cities and commercial centers in China.

Agencies abroad: Singapore, Hongkong, Tokyo (Japan).

SHANGHAI BRANCH
14 The Bund.

Interest allowed on both Current and Fixed Deposit Accounts; Credit granted to approved securities, and every description of Banking and Exchange business transacted.

T. M. CHIEN Acting Manager.

Nederlandsche Handel Maatschappij

(Netherlands Trading Society)
Established 1824.

Paid-up Capital: Guilders 80,000,000 (about £6,666,666)
Reserve Funds: Guilders 17,353,284 (about £1,446,107)
Special Reserve: Guilders 25,160,000 (about £2,096,666)

Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM.

Branches:

Bandjermasin	Palembang
Bandoeng	Penang
Cheribon	Pontianak
Djember	Rangoon
Djokjakarta	Semarang
Hongkong	Singapore
Kobe	Soerabaya
Kota-Radja	Soerakarta
Langsa	Tebing-Tinggi
Makassar	Tegal
Medan	Telok Betong
Padang	Tiljatjap
Pekalongan	Weltevreden

London Bankers
National Provincial and Union Bank of England, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

Shanghai Interest Allowed on current tael accounts and fixed deposits, according to arrangement.

M. J. HERBSCHLEB,
Acting Manager.

Commercial Bank of China

Head Office: SHANGHAI

	Sh. Tls.
Subscribed Capital ...	5,000,000
Paid-Up Capital	2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:
For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.
On deposits in Dollars according to arrangement.

H. C. MARSHALL,
Chief Manager.

The Mercantile Bank of India, Ltd.

Subscribed Capital .. £1,500,000
Paid up Capital..... 750,000
Reserve Fund..... 750,000

Head Office, 15 Gracechurch Street, London, E. C.

London Bankers:
BANK OF ENGLAND
London Joint City and Midland Bank, Ltd.

Branches & Agencies.

Bombay	Howrah	Madras
Calcutta	(Calcutta)	New York
Colombo	Kandy	Penang
Delhi	Karachi	Port Louis
Galle	Kota Bahru	(Mauritius)
Hongkong	(Kelantan)	Rangoon
	Kuala Lumpur	Shanghai
		Singapore

Shanghai Branch.
26 The Bund.

Every description of Banking and Exchange business transacted. Interest allowed on Teal Current Accounts at 2 % per annum and Fixed Deposits at rates which may be ascertained on application.

C. CHAMPKIN, Manager.

Banque Industrielle de Chine

Capital authorised Frs. 250,000,000
Capital subscribed „ 150,000,000
Capital paid up ... „ 75,000,000
Reserve ..... „ 30,000,000

One third of the Capital i. e. Frs. 50,000,000 subscribed by THE GOVERNMENT OF THE CHINESE REPUBLIC

Statutes approved by the Government of the Chinese Republic on January 11th, 1913.

President: Andre Berthelot
General Manager: A. J. Pernotte

HEAD OFFICE:
74 Rue Saint Lazare, Paris
BRANCHES:
Marseilles, New York, Peking, Tientsin, Hankow, Shanghai, Vladivostock, Hongkong, Canton Foochow, Yunnanfu, Saigon, Haiphong, Swatow and Yokohama.

BANKERS:
In London: The London Joint City & Midland Bank, Ltd., London.
In France: Societe Generale pour favoriser le Development du Commerce & de l'Industrie en France.
In Italy: Banca Commerciale Italiana—Credito Italiano.
In New York: Messrs. Redmond & Co., New York.
Taels, Dollars, Gold Accounts
Interest allowed on current accounts in Gold or local currency and fixed deposits on application.
Every description of Banking and exchange business transacted. Savings accounts in Gold and local currency.

G. LION,
Manager.

ASIA BANKING CORPORATION

CAPITAL $4,000,000 SURPLUS $1,100,000

An American Institution

HEAD OFFICE
NEW YORK CITY
35 Broadway.

HEAD OFFICE FOR FAR EAST
SHANGHAI
(Corner Kiukiang & Klangse Rds).

All descriptions of Banking Business trausacted in any part of the world.

A Research Bureau has been established to facilitate and promote trade between the U. S. and China.

STOCKHOLDING BANKS:
Anglo and London, Paris National Bank, San Francisco
Bankers' Trust Company, New York City
First National Bank of Portland, Oregon
Guaranty Trust Company of New York
Guardian Savings and Trust Company, Cleveland, Ohio
Mercantile Bank of the Americas, New York City
National Bank of Commerce, Seattle, Washington
National Shawmut Bank, Boston, Mass.

Cable Address, 'BANKASIA"
Shanghai Telephone Central 1325.

Chung Foo Union Bank

(Established in 1917)

Statutes approved by the Government in 1918
Head Office: Tientsin

Subscribed Capital $2,000,000.00
Paid-Up Capital $1,020,000.00
Reserve Fund ..... $ 54,000.00

Managing Director: T. Clarence Sun
Deputy Managing Director: Nieh Chi-wei

Branches and Agencies in Domestic Cities and Foreign Countries:

Tientsin	Chinkiang	Ichang	Yokohama
Shanghai	Soochow	Changsha	Chicago
Peking	Wusieh	Shasi	Philadelphia
Hankow	Hsuchow	Wuhu	Seattle
Nanking	Ningpo	London	Baltimore
Yangchow	Shaoshing	New York	Cleveland
Hangchow	Canton	San Francisco	Detroit
Pengpu	Hongkong	Boston	Buffalo
Changchun	Changteh	Tokio	Pittsburgh
Antung	Chengchow	Osaka	Montreal
Kiukiang	Tsinkiangpu	Kobe	St. Louis
			Cincinatti

And also in other principal cities in foreign countries.

Shanghai Branch:
8441 Ningpo Road.

Every description of Banking and Exchange business transacted. Interest allowed on Current Accounts and Fixed Deposits, both in taels and dollars, according to arrangement.

Credits granted on approved securities.

Y. R. Sun, Manger
T. D. Zar, Sub-Manager

PARK-UNION

FOREIGN BANKING CORPORATION
Fully Paid Capital and Surplus $2,250,000
HEAD OFFICE, NEW YORK
Owned and controlled By
The National Park Bank, New York — Union Bank of Canada

BRANCHES:
SAN FRANCISCO — SEATTLE
PARIS — TOKYO — YOKOHAMA

SHANGHAI BRANCH: 1 Kiukiang Road. Telephone C. 1174

Interest allowed on both Current and Fixed Deposit Accounts; every description of Banking and Exchange business transacted.

Exceptional Facilities Offered to STUDENTS GOING ABROAD

Foreign Exchange
Travelers' Cheques
Gold Currency Deposits
Drafts on Foreign Countries

THE SHANGHAI COMMERCIAL & SAVINGS BANK, LTD.
9 Ningpo Road, Shanghai

Capital.....$1,000,000.00
Deposits.....$8,500,000.00

Large Display Advertisements intended for the Sunday issue of The China Press should be sent in before **5 p.m. on Friday**

Provisions Prices In Local Markets

Prices quoted are in Mexican dollar cents at Hongkew Market compiled on August 17, 1920.

Butcher's Meat		
Beef	per lb.	14-30
Mutton	„	16-30
Pork	„	25-30
Veal	„	25-30
Fish		
Bream	per lb.	none
Cod	„	18-20
Mandarin	„	40-50
Mackerel	„	25-30
Pomfret	„	20-24
Salmon	„	none
Samli	„	none
Soles	„	18-20
Whitebait	„	20-24
Game, Poultry And Eggs		
Deer	each	none
Duck	„	50-80
Hare	„	none
Eggs	per doz.	18-20
Fowl	per lb.	25-28
Geese	each	80-$1.00
Partridge	„	none
Pheasant	„	none
Pigeons	„	16-18
Plover	each	none
Quail	„	none
Snipe	„	16-18
Teal	„	none
Turkey	per lb.	45-50
Woodcock	each	none
Wild Duck	„	none
Wild Geese	„	none
Wild Pigeons	„	none
Plover	each	none
Fruit		
Apricots	per lb.	none
Apples	„	8-10
Bananas	„	5-6
Cherrier	per lb.	none
Figs	per doz.	none
Grapes	per lb.	15-20
Lemons	each	8-10
Lichees	per lb.	none
Mangoes	each	none
Oranges	per dozen	$1.00-$1.20
Peaches	per lb.	10-15
Persimmons	„	none
Peeboes	„	none
Plums	„	8-10
Pumeloes	each	15-20
Pineapples	„	none
Strawberries	per lb.	none
Walnuts	per lb.	none
Vegetables		
Artickokes	each	none
Asparagus	per doz.	20-30
Broad Beans	per lb.	4-5
Beetroot	per bunch	2-3
Bamboo Shoots	per lb.	none
Cabbage	each	3-5
Carrots	per bunch	2-3
Cauliflower	each	none
Celery	per bunch	2-3
Egg Plant	per lb.	3-4
French Beans	per lb.	10-15
Green Corn	each	1-2
Leeks	per bunch	2-3
Mushrooms	per lb.	none
Onions	„	2-3
Parsnips	per bunch	3-4
Peas	per lb.	none
Potatoes	per pic.	$1.50-$1.80
Spinach	per lb.	3-4
Tomatoes	„	3-4
Turnips	per bunch	none
Grain And Flour		
Flour, American	50 lb.	$5.50
Flour, Australian	„	$5.25
Flour, Shanghai,	„	$3.00
Rice	200 lb.	$14.00
Milk		
Foreign dairies	per bottle	20
Chinese dairies	„	12
Fuel		
House Coal	per ton	Tls. 17.50
Stove Coal	„	Tls. 22.50
Firewood	per 50 bundles	$1.00
Laundry		
Per 100 articles		$3.00-$4.00

E. Kliner,
Chief Inspector.

Shanghai Trust Co.

We undertake the duties of trustees; purchase and sale of property; take charge of rentals; and write fire and marine insurance at lowest current rates.

Shanghai Trust Co.
38 Kiangse Road, Shanghai.

The Bank of East Asia, Ltd.

Authorised Capital $3,000,000
Paid up Capital 2,000,000
Reserve Fund 200,000

Head Office:—2 Queen's Road Central, Hongkong.
Shanghai Branch:—30 The Bund.
London Bankers:—The London Joint Stock, London, City and Midland Bank, Ltd.
Agencies and Correspondents in the principal Commercial centres of the world.

Every description of banking and exchange business transacted.
Loans granted on approved securities
Fixed and current deposit accounts opened on terms according to arrangement.

K. CHENG,
Acting—Manager.

GO NORTH, YOUNG MAN, SAYS DANIELS

Secretary, Back From Alaska Inspection, Amends Phrase Of Creeley

CLIMATE FINE, COAL GOOD

Navy Head Tells Of Fuel Found For Pacific Fleet—Building Houses For Miners

By Cornelius Vanderbilt, Jr.

Seattle, Wash., July 23.—Secretary Daniels today went Horace Greeley one better. Where Greeley had said, "Go west, young man," Mr. Daniels added a new line and said, "Young man, go west. Then go north." This was his advice immedaitely following his inspection trip to the coal fields of Alaska with the Secretary of the Interior, John Barton Payne. Mr. Payne, by the way, reiterated his colleague's advice to the young men of America.

"Most people in the East think of Alaska as one huge iceberg, a place for reindeer and dog sleds and the official headquarters for one individual named Santa Claus," said Mr. Daniels. "As as matter of fact, these things are incidental to this truly marvelous territory, whereas we found the weather is most delightful and skies smiling. We were told that the winters are cold, but that is true in the State of New York. I wished while there that I could imbue the people of the States with the optimism we found in Alaska.

"Alaska abounds with all things essential to life and needs but one thing to make it truly great—virile young men. Alaska needs young men who will be pathfinders and who will blaze trails that lead into the future and into the greater Alaska that is to come. The great West of our country was not unlocked to the young men of Horace Greeley's day until the completion of great transcontinental railroads.

"History will be repeated in Alaska with the completion of railroads begun by President Wilson and adequate water transportation made possible by the Merchant Marine bill passed in 1916. True, Alaska is far to the north, but it is also true that Norway and Sweden are far to the north. But Norway and Sweden are thickly populated, and so will Alaska be thickly populated, with the development of its great agricultural and mineral resources.

"Why, do you know they actually grow strawberries in Alaska and harvest wheat that grows to a height of six feet? The fishing industry has only been touched. Capital and enterprise will mean untold wealth in this one industry alone. Agricultural development will make Alaska independent of the world for its food.

ALASKA'S CLIMATE INVITES

"There is another—or there are two other—blessings of Alaska which make it a summer heaven for tourists. In the United States proper we travel hundreds of miles to see a majestic mountain covered with snow or to look with wonder upon pinnacled glaciers, and we are well repaid for such journeys by the splendid view. In Alaska, you travel mile after mile for days, with peak after peak, snow-white and resplendent, unfolding their ever changing panorama before your eyes, hungry for views which nature in its giant works has lifted up for the vision of men.

"Maine and Florida have learned that climate was their best asset, for in Summer, Maine is the home and playground for an ever-increasing number who find in its exhilarating climate, its lakes and ocean and high hills a tonic and an upbuilding, and in Winter the throng of tourists seeking delights of balmy and health-giving warmth, with beautiful sky and ocean, find in Florida something better than Ponce de Leon's fountain of youth. Alaska, except for periodical attempts to let its beauty and wealth be known, has long lain fallow.

"Gold miners were lured by the glitter of its natural wealth and took gold to all parts of the world. Many of these sturdy pioneers remained and the dominant thought of all Alaska is that what made Alaska a Mecca for gold digging a few years ago was but the surface of outcroppings of yet hidden mineral wealth which they will discover and produce. It is this faith, coupled with love of the climate, that makes Alaskans love their home and have faith in its local future.

"When I decided to organise the Pacific Fleet and put one half of all the ships of the navy in that fleet," Mr. Daniels continued, "one of the difficulties was that coal production in the Pacific States was not of navy standard. We had to bring coal from the Eastern ports. Before organising the Pacific Fleet I had the Manuska coalfields in Alaska examined by geologists and naval officers, who reported that the quality of coal would measure up to the highest standards wanted by our navy.

FINDS COAL FOR NAVY

"Upon receipt of the report of the excellent quality of coal, I organised forces and dug a quantity—not large—but sufficient to make tests under steaming conditions. This experiment was made on the Maryland and it was proved that Alaskan coal measured up to expectations. About that time we entered the war and all our attention was directed toward the winning of that war.

"Last December I recommended to Congress the appropriation of $1,000,000 to mine Alaskan coal. This was included in the navy program last June. I sent a naval mission to Alaska, headed by Commander Dowling, who is now on the spot and digging coal.

"We do not know yet in what quantity coal exists, but we do know the coal is of excellent quality. While in Alaska, I went 600 feet underground and saw the work in progress. I discussed with geologists the extent of the veins. Then I immediately gave directions to secure as many men as possible to rush the work of getting out the coal.

"I also directed the immediate erection of buildings to care for the increase in the number of miners to be employed. I ordered further prospecting, and before long we will know what to expect from the great Alaskan coal fields. We hope and believe that from the Chicallon and adjacent territory to obtain enough coal of highest quality for our Pacific Fleet.

"With the opening of the railroad from Seward to Fairbanks the opportunity for men not satisfied with the quiet and normal returns of life will be open for a play of their powers in this great country.

"Although primarily our trip was for inspection of the coal fields, we shared the great interest of Alaskans in the discovery of new oil fields. The trip to Alaska was under the direction of Admiral Rodman, who piloted the six destroyers through the inside channel and sent the dreadnought Idaho on the ocean route, joining us at Kachemak Bay, where all our fleet could find anchorage and shelter. Visits were made to Ketchikan, Juneau, Petersberg, Seward and Anchorage, and Admiral Rodman will take his division into most of the harbors of Alaska.

British General Held By Sinn Feiners

The kidnapping of Brigadier-General C. H. T. Lucas, of the British Army, by a band of Sinn Feiners, and the threat to vent reprisals on the General should captured Sinn Feiners be injured in any way, has aroused the British authorities in Ireland to action. General Lucas was captured by the Sinn Feiners in a hunting lodge near Fermoy, Ireland, where the General was in command of British troops and has only recently escaped.

Amusements

Towa Cinema
No. 4 Woochang Road
PROGRAMME
FOR
August 22nd
"THE HAND OF VENGEANCE"
Episode 9:
"GIRL IN THE HOTEL"
A
JAPANESE DRAMA
"GENERAL NOGI"
The Russo-Japanese War
6 Part Comedy
Sunday Matinee 2 p.m.

ST. GEORGE'S
OPEN AIR CINEMA
No. 217 Bubbling Well Road
To-Night!
Pathe-Orient Distributors
present
JUNE CAPRICE
Vivacious Pretty Pouty Little Star—Bewitching in beauty—Appealing in charm, in a role that fits her accomplishments with the direct completeness of a one-piece bathing suit.
in
"IN WALKED MARY"
Romantic story adapted from the play "Liza Ann," of Oliver D. Bailey. Fragrant as southern roses.
"With a heart full of romance she found the key to his locked heart."
SHE'LL UNLOCK YOUR HEART AND WALK IN, TOO. SO COME!!

AMUSEMENTS

VICTORIA THEATRE
New Programme for Tonight
PRESENTING

MARGUERITE CLARK
IN
"SEVEN SWANS"
FIVE-PARTS
BURTON HOLMES IN
"DOWN THE YUKON"
AND THE MACK SENNETT TWO-PART COMEDY
"SAUCY MADELINE"

THE DEL MONTE
Café and Ball Room
formerly
The Alhambra,
452 Siccawei Road
DANCE Tonight
Dance Every Night
ENJOY
the big verandah and the open air
TEA DANSANT
Each Sunday beginning at 4 o'clock
Private Party and Banquet Rooms
R. L. ELLIS, Manager.
Catering to Refined Patronage only
Phone West 115

AMUSEMENTS

At the ISIS Theatre De Luxe
The Coolest and the Best Ventilated Theatre in Shanghai.
Monday to Thursday, 22nd to 26th August
Presenting the Serial-Queen-Supreme
RUTH ROLAND
in
"The Adventures of Ruth"
A High-Tension Serial of Heart-Interest
15 Episodes of Thrill and Daring 15
Episode 11: "THE TRAP"
Episode 12: "THE VAULT OF TERROR"
A Novel Serial wherein a Peacock Fan of Rare Value and Beauty, and Thirteen Keys and a Mystic Band, Create Whirlwind Action and a Mystery Strange, Uncanny, All Topped with Zest, Interest and Action.
Also Showing other Good Comedies
Special Music. Usual Prices

Today Matinee 3 p.m.	Tonight
"The Adventures of Ruth" Episodes 9 and 10	Constance Talmadge in "Up the Road with Sallie" 5 Parts

AT THE OLYMPIC THEATRE
TONIGHT! TONIGHT! TONIGHT!
SHOWING
CHARLES RAY IN "His Mother's Boy"

and
FATTY ARBUCKLE
in
"HIS WEDDING NIGHT"

AT THE APOLLO
MONDAY, TUESDAY and WEDNESDAY
August 23rd, 24th and 25th
PATHE-ORIENT DISTRIBUTORS
present
"THE VELVET-EYED GIRL OF THE SCREEN"
VIRGINIA PEARSON
in the
FIVE-REEL FOX PRODUCTION WRITTEN BY WILL. S. DAVIS
"THE TORTURED HEART"
The observer is provided with an old-fashioned story, which exerts a considerable pull of the heartstrings. Miss VIRGINIA PEARSON has an extremely emotional part and carries the role creditably.

THURSDAY, FRIDAY, SATURDAY and SUNDAY
August 26th, 27th, 28th and 29th
GREAT ATTRACTIONS!!
THE WELL KNOWN
ENTERTAINERS!
BY SPECIAL ENGAGEMENT
BLACK AND WHITE
VAUDEVILLE CO. CONSISTING OF
Miss DOROTHY BRIGHT
AUSTRALIA'S PREMIER VIOLINIST
VARDEL BROS
The only two persons in the world performing this particular feat. It is the only sensation that requires science and not PURELY RECKLESS NERVE.
The Vardels are also superior athletes in lighting human manipulations combined with humorous comedy bits. They were a sensation in London.
THE LOUISIANA TRIO AND QUARTETTE
IN MEDLEY OF AMERICAN SONGS
This trio has toured the world and is well known in every country.
It is the most popular colored trio.
SEE IT!!
in
"THE BLACK CAT"
and
"EVERYBODY'S DOING IT NOW"
ALSO
PATHE-ORIENT DISTRIBUTORS
present
BLANCHE SWEET
in
"FIGHTING CRESSY"
BY BRET HARTE
A Six-Part Drama of strong emotions as breezy as the prairie—as sweet as the wild rose, full of the beauty and Chivalry of the rugged west.
When you see this "SWEET-HARTE" Drama of rugged California, you'll see one of the outstanding special features of the screen's achievements.
DON'T MISS SEEING THIS SPECIAL AND ATTRACTIVE PROGRAMME!!!!

TO-DAY MATINEE at 3 p.m.	TO-NIGHT at 9.15 p.m.
America's Greatest Character Actor FRANK KEENAN in "THE GATES OF BRASS"	DOLORES CASSINELLI in A Wonderful 6-Part Drama "THE WEB OF DECEIT"

BOOKING AT ROBINSON'S

The Trocadero
14 Astor Road
Cool • Clean • Comfortable
"Cool" doesn't express it—it's the Coolest Café in town. Good things to eat and drink
Yours for Service,
"JACK RAYNES"
Phone: North 1664

GENERAL SHIPPING NEWS

Vessels Loading

For River Ports

HANKOW & PORTS.—The Str. Hwahta, will leave on Sunday, August 22, at midnight. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The Str. Kiangyu, Captain Johannesen will leave on Monday, August 23, at midnight. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Kutwo, 2,604 Tons, Captain James, will sail for the above-mentioned ports from Hunt's Wharf on Monday, August 23, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Tel. C. 241. Extensions to Freight and Passenger Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Tuckwo, 3,770 Tons, Captain Campbell, will sail for the above-mentioned ports from Old Ningpo Wharf on Tuesday, August 24, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Tel. C. 241. Extensions to Freight and Passenger Departments.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Chihli, Captain J. M. Clare, will leave on Tuesday, August 24, at about 12 o'clock midnight. For Freight apply to BUTTERFIELD & SWIRE, Agents. Tel. No. 77.

PUKOW.—The China Navigation Co.'s Steamer Szechuen, Captain W. Benson, will leave from the Watung Wharf on Tuesday, August 24, at ——— For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Woosung, Captain Newcomb, will leave from the French Bund on Wednesday, Aug. 25, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Shengking, Capt. K. E. Tuebben, will leave from the French Bund on Thursday, Aug 26, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Wosang, 1,783 Tons, Captain Forreter, will sail for the above-mentioned ports from Old Ningpo Wharf on Thursday, August 26, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Tel. C. 241. Extensions to Freight and Passenger Departments.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Tatung, Capt. C. C. Williams, will leave from the French Bund on Friday, August 27, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Chungking, Captain G. D. S. Mills, will leave on Saturday, August 28, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Tel. No. 77.

For Southern Ports

NINGPO.—The China Navigation Co.'s Steamer Hsin Peking, Captain A. E. Edwards, will leave from the French Bund on Monday, August 23, at 4:30 p.m. For Freight or Passage apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

NINGPO.—The Str. Kiangteen, Capt. D. D. Ross, will leave on Tuesday, Aug. 24, at 3:30 p.m. For Freight or Passage apply to C.M.S.N. Co.

HONGKONG & CANTON.—The China Navigation Co.'s Steamer Shantung, Captain Monkman, will leave from the French Bund direct for the above ports on Tuesday, Aug. 24, at ——— For Freight or Passage apply to BUTTERFIELD & SWIRE, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

AMOY, HONGKONG, CANTON.—The China Navigation Co.'s Str. Sinkiang, Capt. C. W. Puckett will leave from the French Bund on Thursday, Aug. 26, at 9 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

SWATOW, HONGKONG & CANTON.—The China Navigation Co.'s Steamer Yingchow, Captain A. V. Harrison, will leave from the French Bund on Saturday, Aug. 28, at 10 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

For Northern Ports

WEIHAIWEI, CHEFOO AND TIENTSIN.—The China Navigation Co.'s Steamer Shuntien, Captain Walker, will leave from the French Bund on Sunday, August 22, at 3 p.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

TIENTSIN DIRECT.—The Str. Taishun, Capt. Halkett, will leave on Sunday morning, August 22. For Freight or Passage apply to C.M.S.N. Co.

CHEFOO & TIENTSIN.—The Str. Hsinming, Capt. Mackinnon, will leave on Tuesday morning, August 24. For Freight or Passage apply to C.M.S.N. Co.

TIENTSIN Direct.—The Str. Yushun, Capt. J. H. Davis, will leave on Tuesday morning, August 24. For Freight or Passage apply to C.M.S.N. Co.

TIENTSIN.—The China Navigation Co.'s Steamer Foochow, Captain W. Tonkin, will leave on Tuesday, August 24, at daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Tel. No. 77.

WEIHAIWEI, CHEFOO AND TIENTSIN.—The China Navigation Co.'s Steamer Fengtien Captain McIntosh, will leave from the French Bund on Tuesday, August 24, at 3 p.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

WEIHAIWEI, CHEFOO AND TIENTSIN.—The China Navigation Co.'s Steamer Tungchow, Captain Harris, will leave from the French Bund on Saturday, August 28, at 10 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

TSINGTAO.—The China Navigation Co.'s Steamer Chenan, Captain P. R. Purslow, will leave from the Watung Wharf on Saturday, August 28, at 10 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

TIENTSIN DIRECT.—The Kailan Mining Administration, will despatch the s.s. Kwangping, on August 29. For Freight or Passage, apply to Agent, 1 Jinkee Road, Tel. Central 1114.

VLADIVOSTOK DIRECT.—The s.s. Shin Yue, Captain Puchert, will be despatched from Shanghai on Tuesday, August 31. For freight and passage, apply to L. V. LANG, No. 8 French Bund. (Telephone Nos: Central 4702 & 3059).

For Foreign Ports

TACOMA & SEATTLE CALLING at VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.—The O.S.K. s.s. Africa Maru, Captain H. Yamamoto, will be despatched on August 28. For Freight or Passage, please apply to THE OSAKA SHOSEN KAISHA No. 4, The Bund. Tel. No. 4234, and 4235.

Launch Services

TOMORROW

The tender conveying passengers and mails on board the S.M.R. s.s. Kobe Maru will leave the Customs Jetty at 4 p.m.

The tender conveying passengers and mails on board the N.Y.K. s.s. Kashima Maru will leave the Customs Jetty at 5 p.m.

Mail Notices

MAILS CLOSE

For U.S., Canada and Europe:
The C.M. s.s. Nanking Aug. 23

For Europe
Per M.M. s.s. Andre Lebon Sept. 4

For Japan
Per N.Y.K. s.s. Yamashiro M. Aug. 24

MAILS DUE

From U.S. and Canada
Per N.Y.K. s.s. Fushimi Maru Aug. 25

From Europe
Per P. &O. s.s. Khiva Aug. 23

From Japan
Per N.Y.K. s.s. Yamashiro M. Aug. 22

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
Aug.	23	— San Francisco	†Nanking	Am.	C.M.S.S. Co.
Aug.	24	— San Francisco	West Cadron	Am.	Dollar Co.
Aug.	24	— Boston & N. York	Cape May	Am.	Adl. Line
Aug.	24	— Seattle, etc.	†Kashima Maru	Jap.	N. Y. K.
Aug.	25	— Boston, New York	Birmingham City	Br.	B. & S.
Aug.	26	— Portland, etc.	West Keats	Am.	C. P. Co.
Aug.	26	— Seattle, etc.	Toyohashi Maru	Jap.	N.Y.K.
Aug.	28	— Vancouver	†E. of Russia	Br.	C.P.O.S.
Aug.	28	— Vancouver	Grace Dollar	Br.	Dollar Co.
Aug.	28	— Tacoma, etc.	Africa Maru	Jap.	O. S. K.
Aug.	30	— Vancouver	M. S. Dollar	Br.	Dollar Co.
Aug.	31	— San Francisco	†Nile	Am.	C.M.S.S. Co.
Sep.	1	— New York	Ningchow	Br.	B. & S
Sep.	3	— Seattle	West Ison	Am.	S. & Dix
Sep.	9	— San Francisco	†Shinyo Maru	Jap.	T. K. K.
Sep.	11	— San Francisco	†Ecuador	Am.	P.M.S.S. Co
Sep.	14	— San Francisco	Tancred	Am.	Dollar Co.
Sep.	15	— Boston, New York	C. of Dunkirk	Br.	B. & S.
Sep.	16	— Seattle, etc.	†Fushimi Maru	Jap.	N.Y.K.
Sep.	18	— New York	Calcutta Maru	Jap.	N. Y. K.
Sep.	25	— Vancouver	E. of Asia	Br.	C.P.O.S.
Sep.	26	— New York	Ajax	Br.	B. & S.
Oct.	2	— San Francisco	†Korea Maru	Jap.	T. K. K.
Oct.	14	— San Francisco	West Hepburn	Am.	Dollar Co.
Oct.	15	— Vancouver	Melville Dollar	Br.	Dollar Co.
Oct.	18	— San Francisco	West Harts	Am.	Dollar Co
Oct.	25	— Vancouver	Harold Dollar	Br.	Dollar Co.

FOR JAPAN PORTS

Aug.	26	— Moji, Kobe, Osaka	Yamashiro M.	Jap.	N.Y.K.
Aug.	27	— N'saki, K., Y'hama	Wakanoura Maru	Jap.	N.Y.K.
Aug.	28	— Moji, Kobe, Osaka	Yawata Maru	Jap.	N.Y.K.
Aug.	28	— Kobe	Tamba Maru	Jap.	N.Y.K.
Aug.	31	— N'saki, K., Y'hama	Kokura Maru	Jap.	N.Y.K.
Sep.	1	— Moji, Kobe, Osaka	Omi Maru	Jap.	N. Y. K.
Sep.	4	— Moji, Kobe, Osaka	Chikugo Maru	Jap.	N.Y.K.
Sep.	7	— N'saki, K., Y'hama	Kasuga Maru	Jap.	N. Y. K.

FOR EUROPE INDIA, STRAITS, ETC.

Aug.	26	— London, etc.	Protesilaus	Br.	B. & S
Aug.	30	— Trieste, etc.	†Innsbruck	Ital.	D. & Co.
Aug.	..	— R'dam & Hamburg	Toba	Dut.	H. C. T. Co.
Sep.	2	— Liverpool, etc	Rhesus	Br.	B. & S
Sep.	3	— London, etc.	†Jeypore	Br.	M.M. & Co.
Sep.	4	— London, etc.	Achilles	Br.	B. & S.
Sep.	4	— Marseilles, ets.	†Andre Lebon	Fr.	M. M. Cie
Sep.	5	— London, etc.	Kaga Maru	Jap.	N. Y. K.
Sep.	6	— Liverpool, etc.	Cyclops	Br.	B. & S
Sep.	9	— Bombay, etc.	†Dilwara	Br.	M. M. & Co.
Sep.	10	— London, etc.	†Khiva	Br.	M. M. & Co.
Sep.	10	— Rotterdam, etc.	Easterling	Am.	Adl. Line
Sep.	13	— London, etc.	Yokohama M.	Jap.	N. Y. K.
Sep.	13	— Liverpool, etc.	West Mahomet	Am.	Adl. Line
Sep.	15	— London, etc.	Kansas	Br.	J. M. & Co.
Sep.	16	— London, etc.	Mentor	Br.	B. & S.
Sep.	16	— Liverpool, etc.	Tottori Maru	Jap.	N.Y.K.
Sep.	16	— Hamburg, etc.	Hakata Maru	Jap.	N. Y. K.
Sep.	30	— Trieste, etc.	†Hungaria	Ital.	D. & Co.
Sep.	..	— A'dam & Hamburg	Baaran	Dut.	H.C.T. Co.
Oct.	1	— Liverpool, etc.	Titan	Br.	B. & S
Oct.	2	— London, etc.	†Nankin	Br.	M. M. & Co.
Oct.	7	— Liverpool, etc.	Eurypylus	Br.	B. & S.
Oct.	7	— Liverpool, etc.	Keemun	Br.	B. & S.
Oct.	8	— Bombay, etc.	†Dunera	Br.	M. M. & Co.
Oct.	10	— Hamburg, etc.	Nagato Maru	Jap.	N. Y. K.
Oct.	16	— London, etc.	†Kashgar	Br.	M. M. & Co.
Oct.	21	— Liverpool, etc.	Teiamon	Br.	B. & S.
Oct.	21	— Antwerp, etc.	Teiresias	Br.	B. & S.
Oct.	28	— London, etc.	Peleus	Br.	B. & S.
Nov.	4	— Hamburg, etc.	Idomeneus	Br.	B. & S.
Nov.	4	— Hamburg, etc.	Helenus	Br.	B. & S.
Nov.	11	— Liverpool, etc.	Teucer	Br.	B. & S.
Nov.	18	— Antwerp, etc.	Elpenor	Br.	B. & S.

FOR SOUTHERN PORTS

Aug.	22	D.L.	S. H'kong, C'ton	Hopsang	Br. J. M. & Co.
Aug.	23	4.30	Ningpo	Hsin Ningshae	Chi N.S.S.N. Co.
Aug.	23	4.30	Ningpo	Hsin Peking	Br. B. & S.
Aug.	23	6.00	Foochow	Ningshin	Chi. S.P.S.N. Co.
Aug.	24	3.30	Ningpo	Kiangteen	Chi. C.M.S.N. Co.
Aug.	24	D.L.	Hongkong, Canton	Shantung	Br. B. & S.
Aug.	26	—	Manila & Hongkong	Fushimi Maru	Jap. N. Y. K.
Aug.	26	9.00*	A. H'kong, C'ton	Sinkiang	Br. B. & S.
Aug.	28	10.00*	S. H'kong, C'ton	Yingchow	Br. B. & S.
Sep.	5	—	Hongkong	E. of Japan	Br. C.P.O.S.
Sep.	10	—	Manila & Hongkong	E. of Asia	Br. C.P.O.S.
Sep.	15	—	Hongkong	China	Am. C.M.S.N. Co.

FOR NORTHERN PORTS

Aug.	22	—	Tientsin	Taishun	Chi. C.M.S.N. Co.
Aug.	22	3.00	W'wei, C'foo, T'tsin	Shuntien	Br. B. & S.
Aug.	22	3.00	W'wei, C'foo, T'tsin	Kingsing	Br. J.M. & Co.
Aug.	23	5.00	Da'ren	Kobe Maru	Jap. S. M. R. Co.
Aug.	24	—	Chefoo, Tientsin	Hsinming	Chi. C.M.S.N. Co.
Aug.	24	—	Tientsin	Yusnun	Chi. C.M.S.N. Co.
Aug.	24	D.L.	Tientsin	Foochow	Br. B. & S.
Aug.	24	3.00	W'wei, C'foo, T'tsin	Fengtien	Br. B. & S.
Aug.	25	D.L.	Tsingtau	Hangsang	Br. J. M. & Co.
Aug.	27	—	Tsingtau, Dairen	Sakaki Maru	Jap. S. M. R. Co.
Aug.	28	10.00*	Tsingtau	Chenan	Br. B. & S.
Aug.	28	10.00*	W'wei, C'foo, T'tsin	Tungchow	Br. B. & S.
Aug.	29	—	Tientsin	Kwangping	Br. K.M.A.
Aug.	31	—	Vladivostok	Shinyue	Chi. L. V. Lang
Aug.	31	—	Tientsin	Keelung M.	Jap. O. S. K.

FOR RIVER PORTS

Aug.	22	M.N.	Hankow, etc.	Hwahta	Chi. C.M.S.N. Co
Aug.	23	M.N.	Hankow, etc.	Kiangyu	Chi. C.M.S.N. Co.
Aug.	23	M.N.	Hankow, etc.	Kutwo	Br. J. M. & Co
Aug.	24	M.N.	Hankow, etc.	Chihli	Br. B. & S.
Aug.	24	M.N.	Hankow, etc.	Tuckwo	Br. J. M. & Co
Aug.	24	D.L.	Pukow	Szechuen	Br. B. & S.
Aug.	25	M.N.	Hankow, etc.	Kiangtoo	Chi. C.M.S.N. Co
Aug.	25	M.N.	Hankow, etc.	Woosung	Br. B. & S.
Aug.	26	M.N.	Hankow, etc.	Kiangkwa	Chi. C.M.S.N. Co
Aug.	26	M.N.	Hankow, etc.	Woosang	Br. J. M. & Co
Aug.	26	M.N.	Hankow, etc.	Shengking	Br. B. & S.
Aug.	27	M.N.	Hankow, etc.	Loongwo	Br. J.M. & Co
Aug.	27	M.N.	Hankow, etc.	Tatung	Br. B. & S.
Aug.	28	M.N.	Hankow, etc.	Chungking	Br. B. & S.
Aug.	29	M.N.	Hankow, etc.	Kiangyung	Chi. C.M.S.N. Co
Aug.	30	M.N.	Hankow, etc.	Kiangwah	Chi. C.M.S.N. Co
Aug.	30	M.N.	Hankow, etc.	Lienho	Br. J. M. & Co
Aug.	30	M.N.	Hankow, etc.	Peyang	Br. B. & S.

† CARRYING MAIL.
* A. M. M.N.—MIDNIGHT D.L.—DAYLIGHT

Information For Mariners

SUNDAY, AUGUST 22, 1920

High Water at Woosung Bar
(The night tides are higher than the day tides, they are about equal at 2 and 3 o'clock).
Approximate rise, at springs 4 1/4 h; at neaps, 5 h.
fall, at springs 8 1/4 h; at neaps, 7 1/2 h.

A.M. Time	A.M. Range	P.M. Time	P.M. Range
5h. 34m.	31ft. 0in.	5h. 59m.	4ft. 10in.

High Water at Tungsha Lightship
Approximate rise, 5 1/2 h; approximate fall, 7 h.

A.M. H	A.M. M	P.M. H	P.M. M
4	25	4	54

Time of Moonrise, Moonset, Sunrise, Sunset

Moon Rises	Moon Sets	Sun Rises	Sun Sets	Daylight	Dark
1 13 p.m.	11 53 p.m.	5h. 30m.	6h. 36m.	4h. 45m.	7h. 21m.

Mean Barometric Pressure at Shanghai
For August 29.71in.
754.90mm.

C. N. C.
CHINA NAVIGATION CO., LTD.
YANGTSZE RIVER & CHINA COAST PORTS.
FAST SCHEDULE SERVICES.

FOR CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW.
S.S. "CHIHLI" ..... sails August 24th, midnight.
S.S. "WOOSUNG" ..... sails August 25th, midnight.
S.S. "SHENGKING" ..... sails August 26th, midnight.

Steamers connect at Hankow with the Company's sailings on the Middle Yangtsze and Hunan Lines.

FOR WEIHAIWEI, CHEFOO and TIENTSIN (and PEKING via TIENTSIN).
S.S. "SHUNTIEN" ..... sails August 22nd, 3 p.m.
S.S. "FENGTIEN" ..... sails August 24th, 3 p.m.
S.S. "TUNGCHOW" ..... sails August 28th, 10 a.m.

FOR HONGKONG and CANTON via SWATOW and AMOY.
S.S. "SHANTUNG" ..... sails August 24th, direct.
S.S. "SINKIANG" ..... (via Amoy) August 26th.
S.S. "YINGCHOW" ..... (via Swatow) August 28th.

Steamers connect at Hongkong with services to the Philippines, Indo-China and Australian Ports, also to Bangkok and Singapore.

FOR TSINGTAO.
S.S. "CHENAN" ..... sails August 28th.

FOR NINGPO.
S.S. "HSIN PEKING" ..... at 4.30 p.m. every Monday, Wednesday and Friday.

The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons and are otherwise completely equipped for the comfort and convenience of Passengers.

For further particulars regarding Sailings, Passage Rates, etc., see "The Taikoo Shipping Gazette" or apply to

BUTTERFIELD & SWIRE,
Agents,
French Bund.

Tel. No.
Passengers: Central No. 401.
Freight: Central No. 77.

CPOS
Canada - United States - Europe
Through Tickets Issued
Reservations Arranged. Itineraries Planned

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SAILINGS

To Vancouver	To Manila-Hongkong
Emp. of Russia Aug. 28	†Emp. of Japan Sept. 5
Emp. of Japan Sept. 17	*Emp. of Asia Sept. 10
Emp. of Asia Sept. 25	†Monteagle Oct. 6
	*Emp. of Russia Oct. 8
	*Via Manila
	†To Hongkong Direct

Freight Office
Cor. Peking and Yuen Ming Yuen Roads,
Shanghai,
Telephone, Central 181

Passenger Office
Palace Hotel
19 The Bund
Shanghai,
Telephone, Central 183

CANADIAN PACIFIC OCEAN SERVICES

THE ADMIRAL LINE
PACIFIC STEAMSHIP COMPANY

TRANS-PACIFIC FREIGHT SERVICE

FOR PORTLAND

S.S. "WAWALONA" AUGUST 25

Through Bills of Lading issued to all U.S. and Canadian Overland Points. For Freight and Particulars apply to

THE ADMIRAL LINE
R. W. BRUCE,
Agent
Telegraphic Address: "ADMIRALINE."
43 Seccawen Road. Telephone Central 1471.

"Sooner or later" is a smooth-sounding phrase, but the man who uses Want Ads knows that it pays to DO IT NOW.

PACIFIC MAIL S.S.CO.
AMERICAN STEAMERS
TRANS-PACIFIC SERVICE
PASSENGER and FREIGHT

For San Francisco via Yokohama, Kobe and Honolulu	For Hongkong via Manila
S.S. Ecuador ... Sept. 11	S.S. Colombia ... Sept. 18
S.S. Colombia ... Oct. 9	S.S. Venezuela ... Oct. 16
S.S. Venezuela .. Nov. 6	

FREIGHT ONLY.
For Hankow, Japan Ports and San Francisco.
S.S. WEST NERIS ..... about ..... Aug. 22
For Manila and Hongkong
S.S. ARCHER ..... about ..... Oct. 6
For Japan Ports and San Francisco
S.S. WEST INSKIP ..... about ..... Sept. 3
For Tientsin, Dairen, Japan Ports and San Francisco
S.S. WEST CADDOA ..... about ..... Sept. 7

ROUND THE WORLD FREIGHT SERVICE
Regular monthly sailings for Manila, Hongkong, Saigon, Singapore, Calcutta, Colombo, Bombay, Port Said, Alexandria, Marseilles, Barcelona and Baltimore.
S.S. EASTERN IMPORTER about ..... Sept. 22

PANAMA SERVICE
PASSENGER and FREIGHT
Regular Bi-monthly sailings for Mexico, Central America, Panama, West Coast of South America.

SAN FRANCISCO-BALTIMORE SERVICE
FREIGHT ONLY.
Regular Bi-monthly sailings for Baltimore calling at Cuban Ports.

Through Bills of Lading Issued to all Points in United States, Mexico, Central America, South America, and Cuba.

PACIFIC MAIL STEAMSHIP COMPANY
1B, Nanking Road. Palace Hotel Building,
Telephone Central 5056. Cable Adress "SOLANO."

T. K. K.
SHANGHAI BRANCH OFFICE
TOYO KISEN KAISHA.
(ORIENTAL STEAMSHIP CO.)
Imperial Japanese and U.S.M. Line to San Francisco from Shanghai, via Nagasaki, Kobe, Yokohama and Honolulu.
SEMI-TROPICAL ROUTE.
PROPOSED SAILINGS FROM SHANGHAI.

FOR SAN FRANCISCO
SHINYO MARU ..... Sept. 9
KOREA ..... Oct. 8

FOR HONGKONG
SIBERIA MARU ..... Sept. 30

All steamers of this company are thoroughly modern and up to-date. Equipped with Wireless Telegraph, Submarine Signals, Laundry, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra. Moving Picture Performance, Deck Dances. Service and Cuisine unexcelled.

Lay-Over privileges allowed to all ports of call. Interchangeable with steamers of the PACIFIC MAIL STEAMSHIP COMPANY and CANADIAN PACIFIC OCEAN SERVICES, LD.

Railway transporation between Nagasaki, Kobe and Yokohama may be had on application to the purser.

T. N. ALEXANDER, Manager,
North China Insurance Co.'s Buildings
Telephone No. 3229.

LLOYD TRIESTINO
Fast Passenger Service Regular Sailings
for
Trieste and Adriatic Ports
taking cargo on through Bill of Lading
to
Adriatic, Levant, Black Sea and Danube Ports.
Next sailings:—
S.S. "INNSBRUCK" about Aug. 30
S.S. "HUNGARIA" about Sept. 30
*Carrying Passengers.
DODWELL & CO., LTD.
Union Building. AGENTS Telephone C. 1693

CHINA MAIL S.S. CO., LTD.
PASSENGERS AND FREIGHT
Sailings From Shanghai
SUBJECT TO CHANGE

FOR SAN FRANCISCO
via Japan and Honolulu
S.S. "NANKING" (15,000 tons) ..... Aug. 23
S.S. "NILE" (14,000 tons) ..... Aug. 31
S.S. "CHINA" (10,200 tons) ..... Sept. 27

FOR HONGKONG DIRECT
S.S. "CHINA" ..... Sept. 13
S.S. "NANKING" ..... Oct. 21
S.S. "NILE" ..... Oct. 28

For further information regarding Passenger Fares, Sailings, Freight Rates, etc., apply to

F. R. BARRETT,
Agent.
Cable address "CHIMAIL" Phone "Central 4775"
Corner Szechuen and Kiukiang Roads.

GENERAL SHIPPING NEWS

N.Y.K.

NIPPON YUSEN KAISHA

(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government
SAILINGS FROM SHANGHAI
(Subject to Alteration)

EUROPEAN LINE MAIL SERVICE.

For Hongkong, Singapore, Penang, Colombo, Suez, Portsaid, Marseilles, London and Antwerp:—

	Tons		
KAGA MARU	12,500	Capt. K. Asakawa,	Sept. 5
YOKOHAMA MARU	12,300	Capt. T. Hori,	Sept. 13

EUROPEAN LINE CARGO SERVICE.

HAKATA MARU	12,500	Capt. B. Tenda,	Sept. 16
NAGATO MARU	12,000	Capt. K. Kurihara,	Oct. 10

For Marseilles and Liverpool via ports:—
For London, Rotterdam, and Hamburg via ports:—

TOTTORI MARU	12,000	Capt. M. Taniguchi,	Sept. 16

VICTORIA AND SEATTLE

For Nagasaki, Kobe and Yokohama:—

KASHIMA MARU	19,000	Capt. K. Itsuno,	Aug. 24
TOYOHASHI MARU	15,000	Capt. T. Terade,	Aug. 26
FUSHIMI MARU	21,000	Capt. K. Itsuno,	Sept. 16

NEW YORK VIA PANAMA.

CALCUTTA MARU	16,000	Capt. G. Matsushita,	Sept. 18

FOR YOKOHAMA (Via Nagasaki, Moji and Kobe).

WAKANOURA MARU	5,000	Capt. T. Fujisawa,	Aug. 27
KOKURA MARU	5,500	Capt. S. Ito,	Aug. 31
KASUGA MARU	7,000	Capt. S. Iuye,	Sept. 7

FOR KOBE

TAMBA MARU	12,500	Capt. S. Natouyama,	Aug. 28

FOR SHANGHAI, MOJI, KOBE AND OSAKA LINE (Via Moji).

YAMASHIRO MARU	7,000	Capt. S. Takano,	Aug. 26
YAWATA MARU	7,000	Capt. T. Shinohara,	Aug. 28
OMI MARU	7,000	Capt. S. Kishimoto,	Sept. 1
CHIKUGO MARU	6,500	Capt. K. Hayashi,	Sept. 4

FOR HONGKONG.

KATORI MARU	19,000	Capt. K. Itsuno,	Sept. 19

FOR MANILA AND HONGKONG.

FUSHIMI MARU	21,000	Capt. M. Yoshikawa,	Sept. 19

AUSTRALIAN LINE (Sailing From Hongkong).

Regular Four-Weekly Service between Japan ports and Australia (calling at Manila).

TANGO MARU	14,000	Capt. S. Nishimura,	Sept. 22
NIKKO MARU	10,000	Capt. J. Kusano,	Oct. 20
AKI MARU	12,500	Capt. G. Shinomiya,	Nov. 17

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight, passage and further information apply to
I. MATSUDAIRA, Manager, Nippon Yusen Kaisha,
Tel. Address: Yusen, Shanghai.

FRANK WATERHOUSE & CO.

PUGET SOUND TRANS-PACIFIC SERVICE

SEATTLE-MANILA via SHANGHAI & HONGKONG
and
NEW YORK SERVICE
Manila-New York.

Operated for account of UNITED STATES SHIPPING BOARD
For rates and full particulars apply to

AMERICAN TRADING COMPANY
AGENTS
53 SZECHUEN ROAD Telephone Central 944

BARBER STEAMSHIP LINES, INC.

FOR LONDON, ANTWERP & LIVERPOOL

S.S. "WEST MAHOMET" Sept. 13 | S.S. "EASTERN ADMIRAL" Nov.

FOR LONDON - ANTWERP - ROTTERDAM

S.S. "EASTERLING" ....Sept. 10 | S.S. "EASTERN PLANET" Oct. 10 | S.S. "EASTERN CLOUD" Nov. 10

FOR BOSTON AND NEW YORK

S.S. "CAPE MAY" .....Aug. 29 | S.S. "ELDENA" .....Oct. —
S.S. "CITY OF JOLIET" ..Nov. —

For rates and particulars apply to

THE BARBER S. S. LINES, INC.
THE ADMIRAL LINE, Agents.
53 Szechuen Road Telephone C. 1471

STRUTHERS & DIXON
INCORPORATED
Pacific representatives and operators
Green Star Line
TRANS-PACIFIC SERVICE

Due INWARD		Sailing OUTWARD	
Steamer	Date	Steamer	Date
West Ivis†	In Port	West Ivis†	Aug. 24
Deuel†	Aug. 24	West Ison†	Sep. 3
Brave Coeur*	Sep. 3	Brave Couer*	Sep. 10
West Himrod†	Sept. 3	Deuel†	Sep. 20

*San Francisco †Seattle

ATLANTIC SERVICE

Due INWARD		Sailing OUTWARD	
Steamer	Date	Steamer	Date
Eastern Crown	Aug. 28	Eastern Crown†	Sep. 1
Chipchung	Sep. 10	Chipchung*	Sep. 15

*Via Panama Canal †Via Suez Canal

EXECUTIVE OFFICE FOR THE FAR EAST
Shanghai, China.
C. S. HOLMES, Asst. General Manager.

SHANGHAI OFFICE
7 Jinkee Road Tel. Cent. 2557
J. S. EMENS, Agent.

Telegrams "DIXSTRUTH"

MEN OF WAR IN PORT

Section	Date	Name	Flag and Rating
1 C	Aug. 14	Albany	Am. cruiser
P & O BI		Bee	Br. gun-boat
Y.P.D.W.	June 25	Cockchafer	Br. gun-boat
Y.P.D.W.	June 25	Cricket	Br. gun-boat
U.S.N.R.	July 5	Desmix	Br. cruiser
B N B	July 4	Kinsha	Br. gun-boat
O.D.W.	June 25	Mantis	Br. gun-boat
Y.P.D.W.	July 25	Monocacy	Am. gunboat
S'chow Creek	Oct. 29	M.A.S. 226	Ital. sub-chaser
S'chow Creek	Oct. 29	M.A.S. 227	Ital. sub-chaser
1 C	May 22	Samar	Am. gun-boat
1 C	Aug. 6	Suma	Jap. gun-boat
H. M. W.	July 27	Sumida	Jap. gunboat

P. & O., British India, Apcar, E. & A. S.S. Lines

(Companies incorporated in England)

FOR MARSEILLES, LONDON AND ANTWERP
via HONGKONG, STRAITS, CEYLON, EGYPT

*S.S. "PLASSY"	August 22nd
S.S. "JEYPORE"	September 3rd
S.S. "KHIVA"	September 10th.
S.S. "NANKIN"	October 2nd
S.S. "KASHGAR"	October 16th

*Also calls at Bombay

FOR BOMBAY via STRAITS AND COLOMBO

S.S. "DILWARA"	September 9th
S.S. "DUNERA"	October 8th

These vessels convey a limited number of 1st Saloon passengers for EUROPE, transhipping to one of the Indian Mail Steamers at Bombay.

FOR CALCUTTA DIRECT FROM HONGKONG

S.S. "JAPAN"	September 4th
S.S. "MADRAS"	September 25th
S.S. "GREGORY APCAR"	September 21st

FOR SYDNEY from HONGKONG

S.S. "KANOWNA"	September 27th

P. & O. and B.I.S.N. Co.'s tickets interchangeable.

Steamers and sailing dates are liable to be altered or cancelled without notice.

For particulars regarding Freight or Passage, apply to

MACKINNON, MACKENZIE & CO.
AGENTS
24 The Bund, Shanghai
Telephones: General: Central 169
Passage: Central 2510
Freight: Central 2969

S.S. "WEST KEATS"
sailing about Aug. 26

CHINA PACIFIC CO.
Agents for
Columbia Pacific Shipping Co.
and
Sudden and Christenson
Cargo Service between
PORTLAND, OREGON
and
SHANGHAI, TSINGTAO, TIENTSIN and DAIREN

Through bills of lading to the principal cities of the United States and Canada.

For information as to freight rates, etc., apply to:—

C. L. Seitz, General Agent
Telephone C. 463
6 Kiukiang Road, Shanghai, 4th Floor.

O. S. K.
OSAKA SHOSEN KAISHA
(Osaka Mercantile Steamship Co.)
Under Mail Contract with the Imperial Japanese Government
(Subject to Alteration)
SAILINGS FROM SHANGHAI

FOR EUROPE Hongkong, Singapore, Colombo, Portsaid, Marseilles, London, Antwerp, Rotterdam and Hamburg.

	Tons	Capt.	Arrive	Leave.
*ALPS MARU	15,000	Y. Somekawa,	Sept. 2	Sept. 4

FOR NEW YORK via PANAMA, Japan ports, San Francisco, and Panama.

*HAGUE MARU	15,000	K. Kitano,	Oct. 27	Oct. 29

FOR NORTH AMERICA (Tacoma, Victoria and Seattle) via Nagasaki, Kobe and Yokohama.
In connection with the Chicago, Milwaukee and St. Paul Ry.

AFRICA MARU	18,000	H. Yamamoto,	Aug. 26	Aug. 28

FOR HONGKONG.

ARABIA MARU	18,000	T. Saito,	Sept. 15	Sept. 16

FOR NORTH CHINA PORTS (Tientsin and Dairen).

KEELUNG MARU	3,000	N. Kamizawa,	Aug. 29	Aug. 31

FOR SOUTH CHINA PORTS and FORMOSA (Keelung and Takao)

KOHOKU MARU	5,000	T. Akazawa,	Sept. 1	Sept. 3

Those steamers marked* have no passenger accommodation.

ATLAS MARU from Antwerp, Rotterdam and Hamburg arrived August 15.

The Company also runs numerous steamers from Japan to South America, New Orleans, South Africa, Australia, India, Java, China, Korea, Vladivostok and also between the principal ports in Japan. Through freight booked from Shanghai.

OSAKA SHOSEN KAISHA
Tel. Nos. C. 4253, 4254 and 4255. Union Building, 4 The Bund.
O.S.K. Yangtszepoo Wharf, Wayside, Tel. Nos. East 105, 109 & 312
Tel. Address: SHOSEN, Shanghai.

VESSELS IN HARBOR AND AT WOOSUNG

Date		From	Ships Name	Flag	Agents
Dec. 6	—	Chinwangtao	Indigirka	Rus.	R.V.F.
Mar. 19	—	Japan	Kiyo Maru	Jap.	Kaiyosha
Mar. 22	—		Chienan	Chi.	W. & Co.
May 12	—	Japan	Naotetsu Maru	Jap.	
May 30	—	Japan	Tosa Maru 10	Jap.	
June 22	—		Waban	Am.	Adl. Line
June 24	—	Foochow	Rotorua	Br.	N.S.S.N. Co
July 4	—	Chinwangtao	Hsedan		
July 17	—	New York	Keketticut	Am.	Adl Line
July 18	—		Yoro Maru	Jap.	M. S. K.
July 19	—		Friesland	Dut.	
July 21	—	Japan	West Raritan	Am.	C. Bros.
July 27	—	Hankow, etc.	Kiangwan	Chi.	C.M.S.N. Co.
July 27	—		Anlan	Chi.	A.P. Co.
Aug. 3	—	Ichang, etc.	Loongmow	Br.	B. & S.
Aug. 6	—	Manila	Imaly	Am.	S. & Dix.
Aug. 8	—		Admiralsins	Am.	A. Line
Aug. 9	—	Hankow, etc.	Woosang	Br.	B. & S.
Aug. 11	—	Hankow, etc.	Kutwo	Br.	J.M. & Co.
Aug. 14	—	Hankow, etc.	Talee Maru	Jap.	N.K.K.
Aug. 15	—	London, etc.	Plassy	Br.	M. M. & Co.
Aug. 15	—	Japan	Montrose	Br.	S. Tomés & Co.
Aug. 15	—	Hankow, etc.	Tsingtao ?	Am.	C.[illegible] Co.
Aug. 16	—	Cruise	Store Nordiske	Dan.	G.N.T. Co.
Aug. 16	—	London, etc.	Glenariffe	Br.	G. L. E. A.
Aug. 17	—	Japan	Yei Maru	Jap.	S. Shokai
Aug. 17	—	Japan	Chile	Dan.	E. A. Co.
Aug. 17	—	Japan	Glenamoy	Br.	G. L. E. A.
Aug. 18	—	Japan	Tenri Maru	Jap.	L. V. Lang
Aug. 18	—	Hankow, etc.	Changwo	Br.	J. M. & Co.
Aug. 18	—		Foochow	Br.	B. & S.
Aug. 18	—	Tientsin, etc.	Kingsing	Br.	J. M. & Co.
Aug. 18	—	Seattle	West Ivis	Am.	S. & D.
Aug. 18	—	Tientsin	Kaitsu Maru	Jap.	Ch. R. Shaw
Aug. 18	—	Hongkong	Katsura Maru	Jap.	N.Y.K.
Aug. 19	—	Hongkong	Nippon	Sw.	E. F. A.
Aug. 19	—	Hongkong	Hopsang	Br.	J.M. & Co.
Aug. 20	—	Chinwangtao	Taiyo Maru	Jap.	K.M.A.
Aug. 20	—	Foochow	Klenhsin	Chi.	W. & Co.
Aug. 20	—	Hankow, etc.	Ningshao	Chi.	N.S.S.N. Co
Aug. 20	—	Hankow, etc.	Waishing	Br.	J.M. & Co
Aug. 20	—	Hankow, etc.	Hwahta	Chi.	C.M.S.N. Co
Aug. 20	—	Hankow, etc.	Chihli	Br.	B. & S.
Aug. 20	—	Hankow, etc.	Tafoo Maru	Jap.	S. K. K.
Aug. 20	—		Chinchong	Chi.	T.Y.S.S. Co.
Aug. 20	—	Hongkong	Senchou	Chi.	S.P.S.N. Co
Aug. 20	—	Marseilles, etc.	Paul Lecat	Fr.	M. M. Cie
Aug. 20	—	Tientsin, etc.	Shuntien	Br.	B. & S.
Aug. 20	—	Japan	Shidzuoka Maru	Jap.	N.Y.K.
Aug. 21	—	Pukow	Shantung	Br.	B. & S.
Aug. 21	—	Seattle	Deuel	Am.	S. & Dix
Aug. 21	—	Hankow, etc.	Kiangyu	Chi.	C.M.S.N. Co.
Aug. 21	—	Hankow, etc.	Wosang	Br.	J.M. & Co.
Aug. 21	—	Hankow, etc.	Tehsing	Chi.	S.P.S.N. Co.
Aug. 21	—	Liverpool, etc.	Protesilaus	Br.	B. & S.
Aug. 21	—	Swatow	Taishun	Chi.	C.M.S.N. Co
Aug. 21	—	Wenchow	Kwangchi	Chi.	C.M.S.N. Co.
Aug. 21	—		W. Cheswald	Am.	Adl. Line

Departures

Date		From	Ships Name	Flag	Agents
Aug. 21	—	Hankow, etc.	Luenyi	Br.	B. & S.
Aug. 21	—	Hankow, etc.	Suiwo	[illegible]	[illegible] Co.
Aug. 21	—	Hankow, etc.	Siangyang Maru	Jap.	N.K.K.
Aug. 21	—	Dairen	Nichinan Maru	Jap.	[illegible] & Co.
Aug. 21	—	Tsingtau	Yingtai	[illegible]	[illegible]
Aug. 21	—	Tsingtau	Hozan Maru	Jap.	H. H. Co.
Aug. 21	—	Tsingtau, etc.	Kohoku Maru	Jap.	O.S.K.
Aug. 21	—	Tsingtau, etc.	Georgy	Rus.	R.V.F.
Aug. 21	—	Japan	Chikugo Maru	Jap.	N.Y.K.
Aug. 21	—	Hankow	Kwangse	Br.	B. & S.
Aug. 21	—	Hankow	Miyaura Maru	Jap.	M.S.K.
Aug. 21	—	S. H'kong, C'ton	Tean	Br.	B. & S.
Aug. 21	—	Hongkong, Canton	Kwangtah	Chi.	C.M.S.N. Co.
Aug. 21	—	Chinwangtao	Keining	Br.	K.M.A.
Aug. 21	—	Glasgow, etc.	Bellerophon	Br.	B. & S.
Aug. 21	—	Cruise	Chuentiao	Chi.	Customs
Aug. 21	—	Cruise	Libin	Chi.	Customs
Aug. 21	—	Cruise	Chitose	Jap.	
Aug. 21	—		Mercer	Am.	A. Line
Aug. 21	—	Dairen	Wanli	Chi.	N.S.S.N. Co
Aug. 21	—	Manila, Hongkong	Ecuador	Am.	P.M.S.S. Co
Aug. 21	—	Hongkong	Shinyo Maru	Jap.	T.K.K.
Aug. 21	—	Vancouver, etc.	Monteagle	Br.	C.P.O.S
Aug. 21	—	Ningpo	Kiangteen	Chi.	C.M.S.N. Co.

Arrivals

Date		From	Ships Name	Flag	Agents
Aug. 21	—	Ningpo	Kiangteen	Chi.	C.M.S.N. Co
Aug. 21	—	Pukow	Shantung	Br.	B. & S.
Aug. 21	—	Seattle	Deuel	Am.	S. & Dix
Aug. 21	—	Hongkong	Monteagle	Br.	C.P.O.S
Aug. 21	—	Hankow, etc.	Kiangyu	Chi.	C.M.S.N. Co.
Aug. 21	—	Hankow, etc.	Wosang	Br.	J.M. & Co.
Aug. 21	—	Hankow, etc.	Tehsing	Chi.	S.P.S.N. Co.
Aug. 21	—	Liverpool, etc.	Protesilaus	Br.	B. & S.
Aug. 21	—	Swatow	Taishun	Chi.	C.M.S.N. Co
Aug. 21	—	Wenchow	Kwangchi	Chi.	C.M.S.N. Co.
Aug. 21	—		W. Cheswald	Am.	Adl. Line

MACKENZIE & CO., LTD'S
S. S "LOONG MOW"
Lieut.-Commander S. Hall, R.N.R. (Captain).

The "Loong Mow" is a new steamer expressly constructed for the run between Ichang and Chungking and is fitted with every modern convenience for passengers. She has large, airy, state bedrooms, electric light and fans throughout.

Regular connection will be maintained with Messrs. Butterfield and Swire's steamers at Ichang during the season.

Through tickets may be booked from Shanghai to Chungking.

For Freight and/or Passage apply to:—

BUTTERFIELD & SWIRE
Telephone Central Nos. 77 and 401.

Shipping Items

The I-C. s.s. Hangsang is expected to arrive in Shanghai from Canton, Hongkong and Swatow today.

The I-C. s.s. Tuckwo left Hankow for Shanghai on Thursday.

The C.N. s.s. Ngankin left Hankow for Shanghai on Thursday.

The C.N. s.s. Sinkiang left Hongkong for Shanghai on Thursday.

The C.N. s.s. Fengtien left Tientsin for Chefoo, Weihaiwei and Shanghai on Thursday.

The C.M. s.s. Kiangfoo left Hankow for Shanghai on Friday.

The C.N. s.s. Woosung left Hankow for Shanghai on Friday.

The N.Y.K. s.s. Yamashiro Maru was expected to leave Moji for Shanghai yesterday and is due to arrive at the N.Y.K. Wharf tomorrow.

The C.M. s.s. Kianghsin left Hankow for Shanghai yesterday.

The C.M. s.s. Hsinming left Tientsin for Chefoo and Shanghai on Friday.

The C.M. s.s. Hsinchi left Foochow for Shanghai yesterday.

The I-C. s.s. Kwongsang is expected to arrive in Shanghai from Canton and Hongkong today.

The Blue Funnel s.s. Achilles from Liverpool, left Singapore for Hongkong and Shanghai on Tuesday afternoon.

The Blue Funnel s.s. Mentor from Liverpool, left Singapore for Hongkong and Shanghai on Tuesday afternoon.

The C.N. s.s. Chenan will leave Hongkong for Shanghai today.

The C.N. s.s. Tungchow will leave Tientsin for Chefoo, Weihaiwei and Shanghai today.

The I-C. s.s. Koonshing is expected to arrive in Shanghai from Tientsin, Chefoo and Weihaiwei tomorrow.

The I-C. s.s. Choysang is expected to arrive in Shanghai from Tsingtau tomorrow.

The I-C. s.s. Yusang is expected to arrive in Shanghai from Foochow on Tuesday.

The S.M.R. s.s. Kobe Maru is expected to arrive in Shanghai from Dairen and Tsingtau this morning and will sail for the same ports tomorrow evening at 5 o'clock. The tender with passengers will leave the Custom jetty at four o'clock.

The N.Y.K. s.s. Kashima Maru left Manila for Shanghai on Thursday and may be expected to arrive at the Lower Buoy about 7 o'clock tomorrow morning. The tender with inbound passengers is expected to reach the Custom jetty at 9:30 o'clock. The Kashima sails for Seattle and ports at daylight Tuesday and the tender with passengers will leave at 5 o'clock tomorrow evening.

The A.L. s.s. Edmore arrived at Yokohama from America on Thursday.

The A.L. s.s. Wawalona arrived at Kobe from America on Thursday.

The A.L. s.s. Coaxet arrived at Manila from Shanghai on Friday.

The A.L. s.s. Bellflower left Dairen for Nagasaki on Thursday.

The C.N. s.s. Shengking will leave Hankow for Shanghai today.

The I-C. s.s. Loongwo will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Tatung will leave Hankow for Shanghai tomorrow.

The C.M. s.s. Kweilee will leave Hankow for Shanghai on Tuesday.

The C.N. s.s. Chungking will leave Hankow for Shanghai on Tuesday.

The C.N. s.s. Suiyang will leave Hongkong for Shanghai on Tuesday.

The C.N. s.s. Yingchow will leave Tsingtau for Shanghai on Tuesday.

The C.M. s.s. Kungping left Amoy for Hongkong yesterday.

The C.M. s.s. Toonan left Newchwang for Chefoo and Shanghai yesterday.

The K.M.A. s.s. Upolu (chartered) left Chinwangtao for Shanghai on Thursday.

The N.Y.K. s.s. Wakanoura Maru will leave Nagasaki for Shanghai today and is expected to arrive at the Wayside Wharf on Tuesday.

The N.Y.K. s.s. Yawata Maru will leave Moji for Shanghai tomorrow and is expected to arrive at the N.Y.K. Wharf on Wednesday.

The P. and O. s.s. Khiva, from London on July 2, left Hongkong at 3.30 o'clock Friday afternoon and is due to arrive at the Hongkew Wharf about 7 o'clock tomorrow morning.

The P. and O. s.s. Dilwara left Bombq for Straits, Hongkong and Shanghai at 11 o'clock Monday night, August 16, and is expected to arrive in port on September 6.

The M.M. s.s. Andre Lebon will be dispatched from the S.M.R. Whangpoo Wharf for Marseilles and ports on Saturday, September 4. Passengers may embark direct at the wharf from 2 o'clock in the afternoon of the sailing day. Heavy baggage must be delivered to the French Mail Office not later than noon on Setember 3.

The M.M. s.s. Paul Lecat arrived in Shanghai from Marseilles and ports Friday evening and will sail for Kobe and Yokohama at 5 o'clock this evening.

The C.M. s.s. Nanking is expected to arrive in Shanghai from Hongkong early tomorrow morning and will sail for San Francisco and ports tomorrow afternoon.

Vessels Due

Achilles, *Liverpool*	Aug.	24
Chenan, *Hongkong*	Aug.	23
Choysang, *Tsingtau*	Aug.	23
Chungking, *Hankow*	Aug.	27
E. of Russia, *Hongkong*	Aug.	24
Fengtien, *Tientsin*	Aug.	23
Fushimi Maru, *Seattle*	Aug.	25
Hangsang, *Hongkong*	Aug.	22
Hsinchi, *Foochow*	Aug.	23
Hsin Peking, *Ningpo*	Aug.	22
Hsinming, *Tientsin*	Aug.	23
Hwahta, *Hankow*	Aug.	30
Kashima Maru, *Hongkong*	Aug.	23
Khiva, *London*	Aug.	23
Kiangfoo, *Hankow*	Aug.	23
Kianghsin, *Hankow*	Aug.	24
Kiangyung, *Hankow*	Aug.	25
Kiangteen, *Ningpo*	Aug.	24
Koonshing, *Tientsin*	Aug.	23
Kobe Maru, *Dairen*	Aug.	22
Kweilee, *Hankow*	Aug.	27
Kwongsang, *Hongkong*	Aug.	23
Kokura Maru, *Japan*	Aug.	28
Loongwo, *Hankow*	Aug.	26
Luenho, *Hankow*	Aug.	28
Luenyi, *Hankow*	Aug.	29
Mentor, *Liverpool*	Aug.	26
Nanking, *Hongkong*	Aug.	23
Ngankin, *Hankow*	Aug.	22
Nile, *Hongkong*	Aug.	31
Poyang, *Hankow*	Aug.	28
Omi, Maru, *Japan*	Aug.	29
Takaki Maru, *Dairen*	Aug.	28
Shengking, *Hankow*	Aug.	25
Sinkiang, *Hongkong*	Aug.	23
Suiyang, *Hongkong*	Aug.	28
Shuntien, *Tientsin*	Aug.	29
Suiwo, *Hankow*	Aug.	29
Sunning, *Hongkong*	Aug.	30
Tatung, *Hankow*	Aug.	26
Tungchow, *Tientsin*	Aug.	25
Tuckwo, *Hankow*	Aug.	22
Tamba Maru, *London*	Aug.	26
Toonan, *Newchwang*	Aug.	24
Wakanoura Maru, *Japan*	Aug.	24
Woosung, *Hankow*	Aug.	23
Yaishing, *Hankow*	Aug.	30
Yuchang, *Hankow*	Aug.	30
Yamashiro Maru, *Japan*	Aug.	22
Yawata Maru, *Japan*	Aug.	25
Yingchow, *Tsingtau*	Aug.	26
Yusang, *Foochow*	Aug.	24

Sailed from Shanghai

For San Francisco		
China	July	25
Salina	Aug.	5
Shabonee	Aug.	14
Venezuela	Aug.	15
West Niger	Aug.	15
Tenyo Maru	Aug.	15
For Tacoma		
Arizona Marn	July	20
Manila Maru	July	27
For Seattle		
Eldridge	Aug.	9
For Portland		
West Nomentum	July	24
For Baltimore		
Greenland	Aug.	14
For Vancouver		
Empress of Japan	July	23
Empress of Asia	July	31
Monteagle	Aug.	21
For New York		
Javary	July	22
Justin	July	23
City of Oran	July	27
Altai Maru	July	29
Lisbon Maru	Aug.	4
M. S. Dollar	Aug.	15
For London etc.		
Devanha	July	20
Pyrrhus	July	22
Iyo Maru	July	25
Glengyle	July	31
Atsuta Maru	Aug.	6
Glentara	Aug.	9
Oanfa	Aug.	12
Lahore	Aug.	13
Kalyan	Aug.	16
West Campgaw	Aug.	17
Prometheus	Aug.	18
For Liverpool		
Tokushima Maru	July	21
Alcinous	Aug.	13
Polyphemus	Aug.	19
Kanagawa Maru	Aug.	20
Bellerophon	Aug.	21
For Hamburg		
Durban Maru	Aug.	10
For Copenhagen		
Demodocus	July	23
Bellflower	July	25
Saucon	Aug.	16
For Marseilles		
Amazone	Aug.	17
For Trieste		
Persia	July	21
Pilsna	Aug.	5
Poleric	Aug.	1
Takada	Aug.	3
For Bombay		
Dunera	Aug.	10
For Java		
Tjiliwong	Aug.	7
Tjikini	Aug.	15

Siccawei Weather Reports

20.—The typhoon of the Bonin is backing thanks to the increasing anticyclone of E Siberia and Hokkaido. The other minimum is steady to the S of the Loochoos. Very unsteady and light breezes along our costs. The whirls are still moderate around the low centers. Higher temperature, but fine day here and up the River. Rain in Kwangtung and Tsingking. The pressure remains low, and the state disturbed around Guam.

21.—Thunderstorm with showers, shortly after midnight. Overcast morning with dense mist. Pressure a little below the average; unsteady breezes.

Business and Official Notices

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for

AUCTION INDEX

On Monday, August 23rd.—Excellent Household Furniture and Sundries in Salesroom at 10 a.m.

On Tuesday, August 24th.—Superior Household Furniture at 156a North Szechuen Road Extension, second floor, at 10 a.m.

On Thursday, August 26th.—Useful Household Furniture, etc., and some nice specimens of Jewellery in Salesroom at 10 a.m.

Stamp Auctions will shortly be resumed, and the following dates have been booked, when something special will be offered.

Saturday, 25th September
do 2nd October
do 16th do
do 13th November

DID YOU KNOW THAT WE HAVE IN STOCK

Gd. BOURGOGNE MOUSSEUX SPARKLING MACON?

It is shipped by Messrs. Collin and Bourisset and is excellent.

Also
Messrs. Heidsieck and Co.'s
(Reims)
MONOPOLE CHAMPAGNE
(Red Top)

There is no reason why you should not have the finest wines, spirits, and liqueurs.
We have the best in stock always.

GARNER, QUELCH & CO.
Tel. C. 2021 73, Szechuen Rd.

FOR AMERICAN, BRITISH AND CHINESE

METALS, HARDWARE & SUNDRIES

PHONE OR WRITE TO

W. Z. ZEE & SONS
(ZUNG LEE & SONS, ESTABLISHED 1895)
SHANGHAI

FOR HIRE

Calculating Machines
Adding-Listing „
Typewriters:

Underwoods
Remingtons
L. C. Smiths
Royals

Repairs A Specialty

THE OFFICE APPLIANCE Co.

Phone Central 4778 — SPECIALISTS IN OFFICE EQUIPMENT — 22 Nanking Road, Shanghai — Cable Add. Hackbauch

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Shanghai Race Club

NOTICE

Applications for stabling, saddle and tiffin rooms must be forwarded to the undersigned before 6 p.m. on Wednesday, 25th August, 1920.

Members are informed that except for stalls Nos. 1-60 and saddle rooms Nos. 1-19, all previous leases and tariffs have been cancelled.

Application forms have been issued to members: those who have not received same are asked to notify the undersigned without delay.

By Order of the Stewards,
A. W. OLSEN,
Secretary,
Shanghai Race Club.
31555

Shanghai Race Club

Six Per Cent Debentures (1909)

The Debenture Transfer Register will be closed from 26th instant to 31st instant, both dates inclusive.

By Order of the Stewards,
A. W. OLSEN,
Secretary,
Shanghai Race Club.
31556

LOST

Outward Transit Pass (Sanlientai) No. 22574 for 27 pkgs. Egg Yolk and 13 pkgs. Egg Albumen, imported through China Express Co. from Hsuchowfu to Shanghai by rail. Having reported its loss to the Customs through American Consulate General we declare it to be null and void.

AMERICAN SALES CORPORATION.
31553

"DAISY" BRAND
AND
"MEADOW" BRAND
FRESH BUTTER
in one pound pats
may be obtained from all leading Storekeepers

TINNED BUTTER
HAZEL WOOD
BRAND
Finest American Butter in one and two pounds full weight tins

Per case of 24 2 lb. tins. $49.00
Per case of 48 1 lb. tins. 51.00

Geddes & Co.,
Limited.
IMPORTERS
5 Peking Road Tel. 346

Municipal Notification

No. 2743.

PUBLIC SCHOOLS FOR FOREIGN CHILDREN

The schools will reopen on Wednesday, September 8, at 8.30 a.m.

The attention of parents is directed to the following scale of monthly fees:—

Public School for Boys.
200 North Szechuen Road.
Boys over 10 years of age $12
Boys under 10 years of age 8
Extra Subject:—
Shorthand 2

Public School for Girls.
28 Boone Road.
Girls over 10 years of age $12
Girls under 10 years of age 8
Boys under 8 years of age 8
Kindergarten 5
Extra Subject:—
Piano 6

24 Kungping Road.
Children under 8 years of age $8
Kindergarten children 5

88 Avenue Road.
Girls over 10 years of age $12
Girls under 10 years of age 8
Boys under 8 years of age 8
Kindergarten children 5

Admission to the Avenue Road School is restricted to girls under 15 years of age and to boys under 8 years of age. Admission to the Kungping Road School is restricted to girls and boys under 8 years of age.

Thomas Hanbury School for Boys.
63 Haskell Road.
Boarders $30
Day Scholars 9

Thomas Hanbury School for Girls.
15 Boone Road.
Upper School, Boarders $20
Upper School, Day Scholars 6
Lower School, Boarders 18
Lower School, Day Scholars 5

Kindergarten children in the Thomas Hanbury School for Girls will be charged the same rates as for the Lower School.

The above scale of fees is subject to the following reductions:—

For a family of	Public Schools	Thomas Hanbury Schools for Boys	Thomas Hanbury Schools for Girls
2 children	20%	$1.80	$1.20
3 or more children	33⅓%	3.00	2.00

Children of non-resident parents, unless already in attendance at the schools, will not be admitted. The term *non-resident* implies residence in Shanghai of less than six months.

Forms for the admission of new pupils may be obtained on application at the several schools, and should be presented by the new pupils themselves, when attending at the Schools for examination and admission on Friday, September 3, between the hours of 9.30 a.m. and 11.30 a.m., except in the case of the Thomas Hanbury School for Boys for which the hour of attendance will be Wednesday, September 8 at 9 a.m.

By order,
N. O. LIDDELL,
Secretary.

Council Room,
Shanghai, August 19, 1920.
31531

Business and Official Notices are Continued on Page 19

Shanghai Amateur Swimming Association

Shanghai Championships for 1920 will be held as follows:—

Shanghai Rowing Club Gala on August 27 and 28.

100 YARDS.
440 YARDS.
THROWING POLO BALL.

Entries for the above will close at 6 p.m. on Tuesday, August 24 with Mr. J. J. Evans, c/o Rowing Club.

International Swimming Club Gala on September 10 and 11.

220 YARDS.
880 YARDS.
DIVING.
LONG PLUNGE.

Closing date of entries for the above will be announced at a later date.

By Order of the
Swimming Association Committee.

NOTICE

The American Woman's Club announces a bridge evening, to be held at the Columbia Country Club on Wednesday August 25th game to start at 9 p.m. and to finish at 12. Members and friends including gentlemen, desiring to attend will notify Mrs. Petit, phone West 347, or Mrs. Wentworth, West 1728. Tickets $1.00 each.

UNIVERSITY OF HONGKONG

NOTICE is hereby given that the University will reopen for the New Session on September 13th, 1920.

M. READER HARRIS,
Shanghai Agent,
Hongkong University.
31581

TO LET

With immediate occupation, one floor of about 2,500 square feet godown space in central district.

Apply to

THE BEN BUILDING CO.,
25, Avenue Edouard VII.
31589

The Shanghai Electric Construction Company, Limited

Notice to Holders of Share Warrants to Bearer

NOTICE is hereby given that the Bearer Receipts issued for Talons for new sheets of coupons for Dividends on Share Warrants to Bearer, dated on or before 27th May, 1920, can now be exchanged at the Offices of the Company at the undernoted address.

R. B. HERBERT,
Acting Local Secretary.
"TRACTION HOUSE,"
7, Soochow Road,
Shanghai, August 16, 1920.
31513

SHANGHAI HIRE GARAGE

No. 847 Avenue Edward VII
Tel. No. C. 5272

Our motor hire service charges are as follows: Per hour $4 and $3 or a minimum charge of $1 and $1.50 per single trip.

Cars for contract.
31528

Motor-Cyclists—
Know Your Speed
A STEWART SPEEDOMETER
will increase the joy of motor-cycling. You can know at a glance just how fast you are riding.

Distributors and Service Station for China of Stewart Products

The Shanghai Horse Bazaar & Motor Co., Ltd.

SITUATIONS WANTED

EXPERIENCED accountant, up-to-date and accurate, seeks permanent position, Shanghai or outport. Salary moderate. Apply to Box 337, THE CHINA PRESS.
31594 A. 22

FOREIGN Merchant, 39, with many years training in the local technical business, experienced bookkeeper, wants employment during forenoon hours. Kindly address to Box 327, THE CHINA PRESS.
31576 A. 22

HIGHLY qualified engineer, with large practical experience, having been in charge of a garage and repaired more than 2,000 machines, could look after a mechanical department of an automobile enterprise. Apply to Box 190, THE CHINA PRESS.
31544

YOUNG Britisher, experienced in bookkeeping, typing, mailing, filing, shipping, desires position as office assistant. Good references. Outport no objection. Reply to Box 296, THE CHINA PRESS.
31518

LAW: Advertiser, thoroughly conversant with the Chinese language, about to complete his law course with the Chicago University, seeks employment in a lawyer's office. Apply to Box 306, THE CHINA PRESS.
31538 A. 26

COMPETENT stenographer desires extra work or half-day position. Good reference furnished. Apply to Box 295, THE CHINA PRESS.
31514 A. 22

AMERICAN nurse will be available for family with children proceeding to United States about the 20th of September. Apply to Box 308, THE CHINA PRESS.
31540

OFFICES, ETC., TO LET

TO LET, immediate occupation, office in Kelly Walsh building. Apply to Box 324, THE CHINA PRESS.
31572 A. 25

TO LET, in Central district, suite of offices. Can be taken in whole or in part. Apply China Realty Co., Ltd.
31298

OFFICES to let near Bund, four very large rooms, immediate occupation. Apply J. T. Hammond, 51 Szechuen Road.
31220

MISCELLANEOUS

LADY desires passage on "Colombia," October 9th, or "Empress of Russia," October 23rd, or "Venezuela," November 6th, in exchange for reservation on "Empress of Asia," September 25th. Address 117, Astor House.
31552 A. 22

WANTED, a sleeping partner, any nationality, who can furnish 15 to 20,000 dollars. Good profits. Particulars on application. Apply to Box 332, TRE CHINA PRESS.
31585

MATRIMONY

CHINESE young man of 24, college graduate, wants to correspond with young lady, object matrimony. Apply to Box 311, THE CHINA PRESS.
31548 A. 24

Amusement Advertising will be found on Page 21

HOUSES WANTED

WANTED, by a quiet couple with the best references, a furnished house, or a flat for housekeeping, in central or western district, for six months or longer. No linen required. Apply to Box 325, THE CHINA PRESS.
31574 A. 22

1921: Unfurnished house wanted on long lease from January or March next. Five or six rooms, large garden, western district or French concession. Rental about Tls. 150. Reply to Box 1207, THE CHINA PRESS.

WANTED by a Britisher, just returned from home, furnished house of four to six rooms, in good locality, for three to twelve months. Willing to take over lease and furniture. Apply to Box 301, THE CHINA PRESS.
31524 A. 25

WANTED to rent, by a Britisher, a house of four to six rooms in good locality. Apply to Box 302, THE CHINA PRESS.
31524 A. 25

WANTED, immediately or September, furnished or unfurnished house, four rooms or more, no children, care guaranteed, any one letting house or knowing of same, please reply to Box 185, THE CHINA PRESS.
31471 A. 22

WANTED, house of about six rooms or flat of about three or four rooms, suitable for light housekeeping, by young American couple, without children. Telephone West 1726 or to Box 273, THE CHINA PRESS.
31479 A. 22

SITUATIONS VACANT

PLEASANT EMPLOYMENT: One of our Courses in Commercial Illustrating, Newspaper Illustrating, Caricaturing and Cartooning, Magazine and Book Illustrating, Industrial Design, etc., will give you preparation for pleasant and well-paid employment. Increased use of advertising in China demands more Commercial Illustrators. I.C.S. Illustrating Courses include drawing outfits and materials needed. Send for interesting catalog. Office 15A, International Correspondence Schools, Chinese P. O. Box No. 1.

WANTED, one competent Chinese bookkeeper to act as assistant. Reply to Box 335, THE CHINA PRESS.
31599 A. 22

EURASIAN or Chinese typist wanted. Must be fast and accurate. Reply to Box 336, THE CHINA PRESS.
31599 A. 22

WANTED, first-class sewing-machine salesman or saleswoman, (commission basis). Apply to the Sewing Machine Department, The Liengyi Merchantile Co., 11 Soochow Road.
31532

A newly established vocational Middle School in an inland province in North China, requires teachers for the following subjects:—French, German, English, History, Geography, Physics and Chemistry. The most modern Occidental, practical and vocational methods are required. Applicants must have a good Chinese education and a thorough knowledge of their respective subjects. Good health and a willingness to share the life of the students are essential. Replies must be sent, giving curriculum and indicating educational tendencies as clearly as possible, with or without photographs, to Box 217, THE CHINA PRESS.
31388 A. 24

APARTMENTS WANTED

WANTED by bachelor, well-furnished room, bathroom attached. Location near the Bund. No board. Apply to Box 334, THE CHINA PRESS.
31587 A. 22

WANTED, room or attic, no board. Price moderate. Conditions central or French town. Apply to Box 326, THE CHINA PRESS.
31575 A. 24

GENTLEMAN requires furnished room with modern bath attached with board, in French family, near French Club preferred. Apply telephone 932, Polish Consulate.
31482 A. 22

APARTMENTS

Connaught House
8 Quinsan Gardens.
Board-Residence
Apply Mrs. G. POLLOCK.

TO LET, with board, for immediate occupation, well furnished attic flat, comprising two large rooms, small room and modern bathroom. Suitable for married couple, or two bachelors. Garage stabling and tennis court. Apply to Box 204, THE CHINA PRESS.

THE well-known residence, known as 49 Bubbling Well Road, is now under new management. Has to let large and small furnished rooms, with or without board. Good table, and phone.
31593 A. 25

TO LET, one furnished room with board and private bath. Please apply to 28 Carter Road or telephone West 1912.
31588 A. 28

TO LET, for immediate occupation, a large, well-furnished bedroom, suitable for two bachelors or married couple. Central, near Bund. Good board and attendance, use of telephone and elevator. Also one cosy single bedroom and sitting room, only $90. Apply to Box 331, THE CHINA PRESS.
31583 A. 24

TO LET, furnished, with excellent board, bedroom, bathroom, flush toilet, shower bath and tennis, suit bachelor who wishes for real home, other guests Americans. 24 Route Pere Robert, south room.
31584 A. 22

TO RENT, about September 1st to quiet couple, one bedroom, one sitting room, bathroom and small verandah in new house, having furnace heat, up-to-date plumbing, and everything modern, occupied by Americans, 35 minutes from the Bund. Please apply to Box 307, THE CHINA PRESS.
31539 A. 25

WANTED immediately, apartments for English couple, no children, with or without board. Melton, 20 Yates Road, 'phone 44.
31577 A. 22

TO LET, one large bright front room with verandah facing south in western district suitable for a married couple or two bachelors. Excellent table. Terms $200 room and board for two. Also small rooms combining economy with comfort. Apply to Box 321, THE CHINA PRESS.
31568 A. 27

WELL-furnished room, with excellent board, to let, at No. 103 Bubbling Well Road; phone West 805 or call personally.
31563 A. 24

NICELY furnished rooms with board, verandah and bathroom, near French Park, telephone, etc. Apply to Box 189, THE CHINA PRESS.
M. G.

TO LET, three well-furnished rooms and also the attic, 136 Jessfield Road, telephone No. West 1919.
31541 A. 26

TO LET, apartments, suitable for office or shop, Bubbling Well Road, opposite Race Course. Apply to Box 309, THE CHINA PRESS.
31545 A. 22

TWO furnished rooms to let, together or separate, with board, in private family, 27 Muirhead Road, telephone North 1223.
31542 A. 22

TO LET, for couple or two bachelors, a large, well furnished room, with bathroom attached, in central district. Good cuisine. Apply to Box 288, THE CHINA PRESS.
31500 A. 22

TO LET, in private American family Bubbling Well Road comfortable furnished room, bath attached, suitable for married couple. Terms moderate. Apply to Box 269, THE CHINA PRESS.
31463

OFFICES, ETC., WANTED

WANTED, one or two airy office rooms, in central district. Apply to Box 320, THE CHINA PRESS.
31567 A. 26

GODOWN WANTED: large firm requires a ground-floor godown, several thousand square feet, Yangtzepoo, Broadway, or Soochow Creek district. Apply to Box 314, THE CHINA PRESS.
31551 A. 22

PROFESSIONAL

MINING ENGINEERING: In your own home you can receive complete training in Metal and Coal Mining, Prospecting, Smelting, etc. I.C.S. Textbooks easy to study and apply in practice. Necessary supplies such as Blowpiping, Drawing Outfits, etc., carried in stock by China Agency for convenience of students. Write for information today. Office 15A, International Correspondence Schools, Chinese P. O. Box No. 1.

AN experienced European lady desires to give private lessons in English. Terms moderate. Apply to Box 323, THE CHINA PRESS.
31571 A. 26

BUREAU of translations; commercial, literary, technical translations from Russian into English, French, Chinese and *vice versa* done by expert translators. Exact translation of documents. Strictly confidential. Accurate work guaranteed. Interpreters available for court proceedings and verbal negotiations. 81 Range Road.
31547

SHORTHAND taught by lady, $5 per month, private lessons $10. Particulars apply to Box 226, THE CHINA PRESS.
31401 A. 22

EXCHANGE AND MART

LADIES, there is an opportunity for you to buy a beautiful new big wardrobe trunk for $90, when for the same you would pay at the stores $100 to 120. Apply to Box 333, THE CHINA PRESS.
31586 A. 22

FOR SALE, two first-class berths, cabin 31, on Kashima Maru (N.Y.K.), sailing from here on 24th instant for Seattle or Victoria, via Japan. Apply sharp to Box 330, THE CHINA PRESS.
31582 A. 22

FORD Sedan, run 900 miles, electric starter, lights, new extra tire and tube, speedometer, in perfect condition. A bargain, owner leaving city. Apply to Box 328, THE CHINA PRESS.
31579 A. 25

FOR SALE, one Ford motor-truck, one Harley-Davidson motor cycle, two cylinders, two-speed, with or without side-car. Price very reasonable. On inspection at Hoasun Iron Works, 351 E. Yalu Road.
31569 A. 24

45 calibre automatic revolver, extra magazine, 75 rounds of ammunition. Apply to Box 329, THE CHINA PRESS.
31580 A. 22

FOR SALE, 1,000 piculs dry hand-picked garlic, packed ready for shipment. Apply to Box 322, THE CHINA PRESS.
31578 A. 22

VIOLIN for sale, splendid instrument. Apply to Box 317, THE CHINA PRESS.
31561 A. 24

WANTED, a five-passenger touring car. State lowest price and exact condition. Reply to Box 313, THE CHINA PRESS.
31566 A. 24

FOR SALE, Chevrolet model FB Limousine. Used only ten months. In perfect mechanical condition. Paint good. Two new tires, interior complete with flower vases, cigar-lighter, ash tray, telephone, etc. Price very reasonable. Apply to Box 318, THE CHINA PRESS.
31565

PRICES reduced on sharpening safety razor blades. Only three cents each for single and four cents for double blades. Send your old blades to Y.M.C.A. Barber Shop, 120 Szechuen Road.
31222

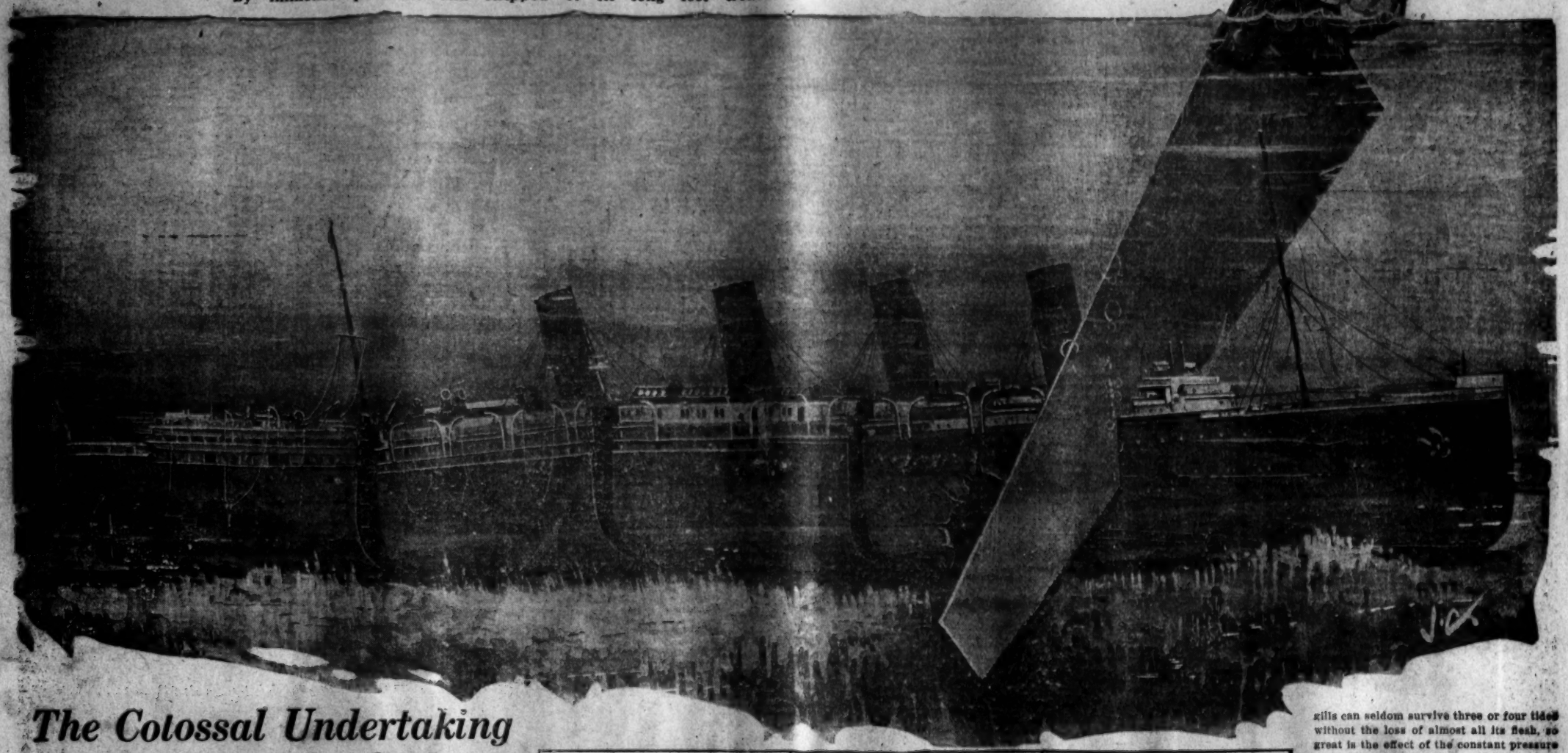
FOR SALE, one Airedale, female, good for breeding and training watch-dog, 6½ months; one pure (yellow) chow-dog, one year; one German pointer bitch. Apply to Box 304, THE CHINA PRESS.
31535 A. 22

FOR SALE, latest model Excelsior motor-cycles with or without side-cars. Arrange for demonstration. American Trading Company, 53 Szechuen Road.
31340

FOR SALE, four marine Tubular boilers, practically new, 9 ft. Dia. x 16½ ft. long, complete with fire-bars, furnace fronts, etc. For prices and full particulars please apply to Box 250, THE CHINA PRESS.
31440 A. 27

To Raise The Lusitania In 5 Sections

"As though by a gigantic saw held by a giant hand the sunken hull will be cut into five sections, each of which will be raised separately by immense pontoons and stripped of its long lost treasures."



The Colossal Undertaking of Sawing the Great Steel Hull of the Historic Liner Into Sections Under 240 Feet of Water to Recover Its $15,000,000 in Treasure

THE Lusitania, sunk by a German submarine in May, 1915, is to be raised by sawing her gigantic hull into five parts.

Each of these parts when lifted is then to be floated by means of huge pontoons and carried away to a specially constructed dock, where everything of value will be removed.

This prodigious undertaking will shortly be under way, and it is believed that at least $15,000,000 in money, gems and metal will be recovered. For many months dozens of plans for raising the Lusitania have been considered and rejected. The extraordinary operation to be described is the only one which offers a chance of success. It will cost probably five millions of dollars before it is done, but the profit of ten millions upon the scheme more than makes it worth while.

The cutting plan has been successfully tried out on two smaller vessels which did not lie, however, at so great a depth as the Lusitania.

It is the size of the sunken liner and the great depth in which she rests that presented what for a time seemed insurmountable difficulties to her recovery. There are 240 feet of water over her. Pressure of the atmosphere upon the body at sea level is approximately fifteen pounds to the square inch. The pressure upon a body at 240 feet beneath the sea is a little over one hundred pounds to the square inch. The limit to which a diver can descend is about eighty feet. At 240 feet the water pressure would crush him like an egg.

How, then, can human hands carry out such a colossal operation as slicing the huge steel hull, fastening the immense chains about the sections and doing this work so far beneath the surface of the sea under such stupendous pressure?

It is impossible to construct caissons to withstand the pressure at 240 feet. The mind turns naturally to submarines as the vehicles for the salvagers. Submarines, however, are not able to go below one hundred feet. Nevertheless a form of submarine will be used in the salvage. The inventors of the system are secretive. Enough has leaked out, however, to indicate that a form of submarine will be used specially constructed to withstand a pressure even greater than that upon the Lusitania. These machines will be circular and capable of holding two men, together with the necessary equipment and tools. They will be connected with trawlers upon the surface of the sea, from which, through cables, will come the power to manipulate their machinery.

Each circular submarine or movable diving-bell will contain several nitrogen lamps of great power, and by the aid of these the workmen will be able to penetrate the pitchy darkness which envelops the gigantic hull.

Electro-magnets are to be mounted in such a way that they can be moved in any direction probably always in pairs. By means of the magnets the machines can be moved along the side of the steel hull as desired, and will hold firmly to the hull during the cutting.

From the machines extend drills and saws and magnetic cranes, operating through air locks and actuated by electric motors. After the plates of the hull and the decks have been cut through there will still remain steel bulkheads and stanchions and beams, but by means of the extension arm used with the crane the interior of the vessel can be reached. The Lusitania is 785 feet long and 60 feet deep, with a beam of 88 feet, so it will readily be seen that the cutting operations will be extremely lengthy, and would be thought extensive even if the ship were out of the water.

After the ship has been sawed into sections, specially designed pontoons will be floated over them and will be filled sufficiently with water to sink them almost to the upper works of the vessel. These pontoons will contain motors and pumps and will have electrical connections with the tender ships on the surface. A sufficient number of pontoons will be attached to each section by hooks and cables and by great chains slung beneath the liner's keel. When the pontoon pumps are started and the water forced out the buoyancy of the pontoons will cause them to ascend to the surface, pulling the section with them. As the sections rise the water is slowly pumped out of them. The pontoons will probably have a lifting power of some three hundred tons each. The largest vessel hitherto raised by this system was of 8,000 tons displacement.

Another method of separating the sections is being discussed by salvage experts in New York in this connection. A short time ago the Merritt & Chapman Co., one of the largest salvaging companies in the world, raised the wreck of the Lord Dufferin, and in the course of the work found it necessary to cut through thick steel beams. In the open air this work could be done most expeditiously by means of the oxy-acetylene torch, but this obviously would not be possible under water. By combining the oxy-acetylene principle with an electric device, however, the burning of the plates was done under water with fairly good success. The process has not been perfected and the Merritt & Chapman Co. will not make public the details, but it is known that a somewhat similar device has been used in European waters with good results. It is more than likely that it will be adapted to the salvaging of the Lusitania.

When the work of raising the huge hulk to the surface shall have been completed what will the searchers find? In what condition will they find the bodies of those who went down in the Lusitania. It is known from soundings that the vessel lies in an upright position; she sank without listing after she went below the surface. The water is fairly cold, although the Gulf Stream flows very near the Irish coast at this point. At a depth of 240 feet the pressure of the water is, as has been said, equivalent to approximately 103 pounds for every square inch of surface. With the bodies in practically the positions they assumed at the moment the Lusitania plunged beneath the surface, with a cold brine enveloping them, with a scarcely comprehensible weight of water pressing against them, will they not be found in a remarkable state of preservation?

Will the divers, manning their drills and saws and burners within the submarines, and penetrating the gloomy depths of the vast bulk with their powerful lamps, see body after body in the calm, lifelike attitude assumed almost without exception by those who meet death in the water? Divers and others experienced in the finding of drowned bodies tell us that in almost every case, unless the victim has been attacked by cramps before death came, the body is found in much the same position as that in which the Crusaders of mediaeval times were represented in sepulchre sculptures—arms folded and legs crossed at the ankles.

The faces of drowned persons are seldom distorted, those who know tell us. There is generally just the suggestion of a smile, as though the victim welcomed the relief of death at the end of the struggle for life. A drowned body bears a striking resemblance to that of a person peacefully sleeping.

Or will the divers illumine the hollows of the giant craft with their powerful lamps and disclose but skeletons? Will the flesh have been stripped and crushed from the bones by the pressure and the force of the tides? A fish tied to the stringer of a wharf by a string through its gills can seldom survive three or four tides without the loss of almost all its flesh, so great is the effect of the constant pressure and friction of the ebbing and rising water.

The Germans have always asserted that the Lusitania bore a cargo of arms and ammunition. It was on this pretext that the German U-boat sank her. Will the British Government take pains to disclose the [illegible] of the ill-fated liner before a neutral commission, that the German claim may be forever silenced?

There have been other methods suggested from time to time for raising the Lusitania. In exceptional cases divers have been provided with specially constructed diving suits and have gone down below the 80-foot mark. In the raising of the United States submarine F-4, which sank outside Honolulu harbor on March 25, 1915, and which was refloated and towed into the harbor five months later, the divers went down more than two hundred feet. Such feats, however, are only attempted for purposes of observation. The bulky, rigid construction of the suits precludes the possibility of their use when active work is to be done by the diver.

The old method of raising a ship by means of pontoons was to float the pontoons on the surface above the vessel to be raised and hauling it up by means of cables. This has been deemed impracticable in the present instance.

At one time it was suggested that towers be erected around the Lusitania and that on these powerful derricks be mounted. The problem would then resolve itself into supplying enough power to lift the 45,000 tons of the hull and the weight of the water in it, a herculean task more ambitious in its conception than plausible.

Another plan that has been used in erecting bridges and in the raising of smaller vessels sunk in peculiarly situated spots on the ocean's bed is that of sinking a caisson, or steel cylinder, around the vessel, exhausting the water by pumps, and maintaining a sufficient pressure of air inside the caisson to keep the water out. In the case of the Lusitania its depth and its size would preclude the possibility of using caissons. The pressure necessary to keep back the water would be too great for the bodies of the men working in the caisson. Their lungs would be smashed in and they would actually smother from too much air instead of the lack of it. Besides, the caisson would have to be so large that the cost of constructing and maintaining it would be greater than the cost of building the Lusitania itself, and obviously there would be no profit in the salvage.

The estimated value of the Lusitania is so great that even if a year's time is required for the work the speculation will prove highly profitable. Aside from the value of the ship itself, it is known that over a million dollars in money went to the bottom, together with a cargo of express freight valued in 1915 at $750,000, precious stones worth $160,000, a fortune in gold, silver and copper bars and $50,000 in sheet brass. A considerable quantity of this material is worth more to-day than it was in 1915. The British Government, the Cunard Line and the salvaging company expect to divide at least $15,000,000 when the liner shall have been raised.

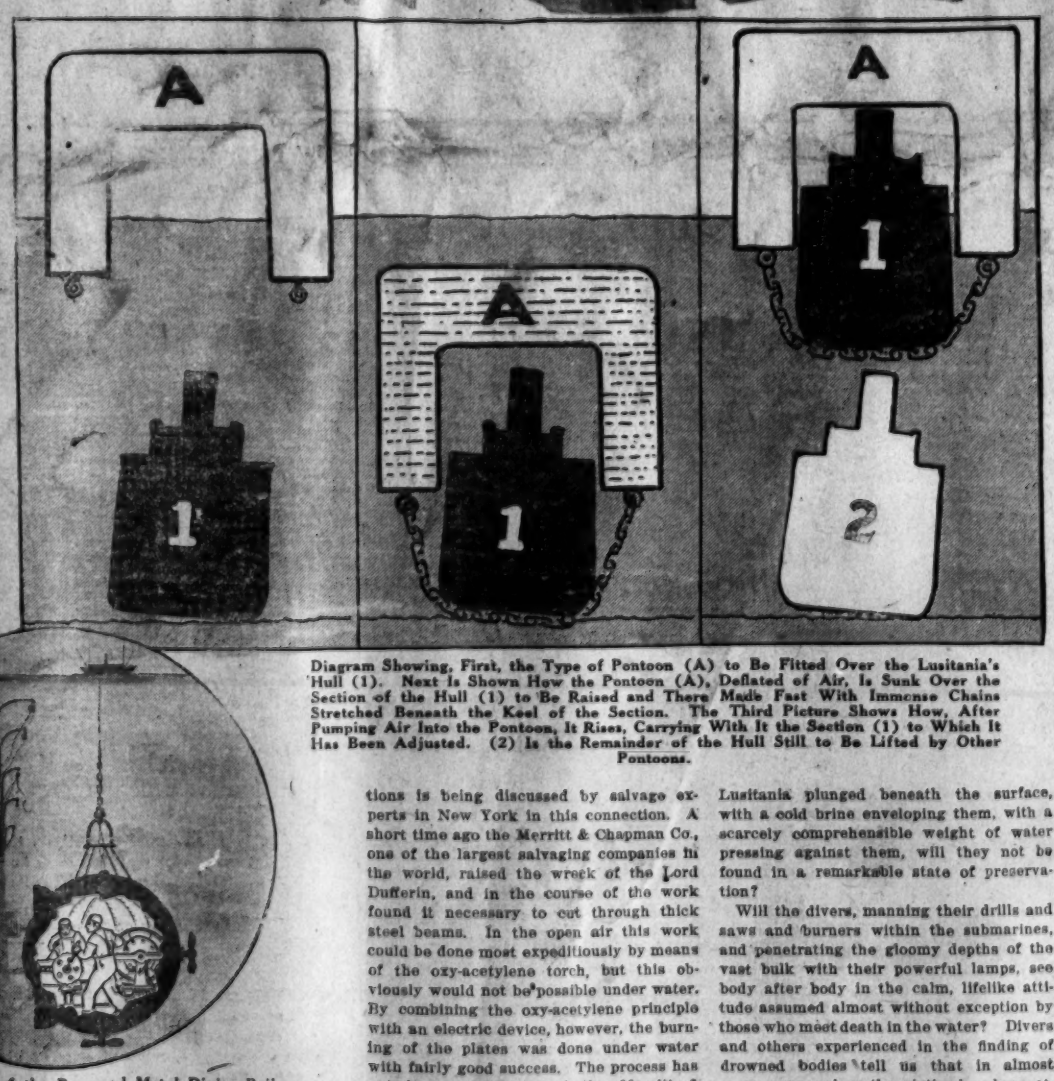
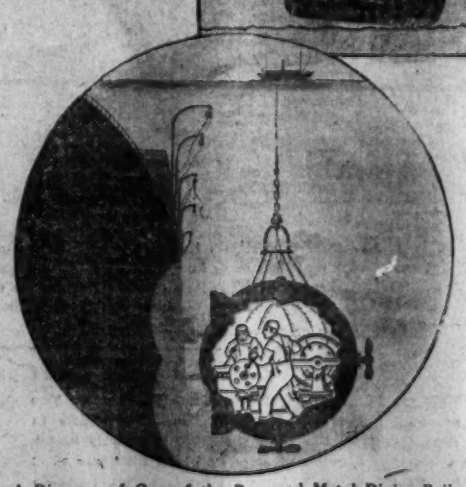


Diagram Showing, First, the Type of Pontoon (A) to Be Fitted Over the Lusitania's Hull (1). Next Is Shown How the Pontoon (A), Deflated of Air, Is Sunk Over the Section of the Hull (1) to Be Raised and There Made Fast With Immense Chains Stretched Beneath the Keel of the Section. The Third Picture Shows How, After Pumping Air Into the Pontoon, It Rises, Carrying With It the Section (1) to Which It Has Been Adjusted. (2) Is the Remainder of the Hull Still to Be Lifted by Other Pontoons.



A Diagram of One of the Proposed Metal Diving-Bells Built Especially to Withstand the Enormous Pressure of 240 Feet Below the Ocean Surface and Equipped With the Machines to Cut Through the Lusitania's Hull. This Machinery Is Fed by Power from the Mother Ship Far Above.

Friendly Fashions

by Lady Duff Gordon

The "Doris," a Quaint Garden Party Creation of Shot Taffeta.

Crepe de Chine and Georgette Crepe Combined With Good Effect.

Hat of Tulle, with Large Double Tuft of Bird of Paradise Plumes.

A Patent Leather Hat of Modified Spanish Design.

A Leghorn Hat With Patent Leather Leaves and Lacquered Grapes.

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women. Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York City, and No. 1400 Lake Shore Drive, Chicago.

By Lady Duff Gordon *("Lucile")*

THERE are friendly fashions and formal fashions. The modes for the very formal affairs differ widely in character from those for the more intimately social. I show you to-day a group of pictures which illustrate what I term "friendly fashions." They are for less formal gatherings of the more intimate acquaintances or friends.

The large central picture is one of a portion of an afternoon dress and a full view of a hat which I class among the friendly fashions. The hat is of tulle, with a large double tuft of bird of paradise feathers.

The upper left-hand figure displays the "Doris." This creation is a garden party frock of shot taffeta. The quaint skirt, with its draped panniers and plaited trimming and its odd fastening of flat silk flowers, is suggestive of our grandmother's days and prim furbelows. The lace bodice, with its baby sleeves, belong rather to to-day. The hat has something of the dainty primness of grandmamma's day. Its brim is of taffeta. Its lace crown is trimmed with tiny bows. A long streamer fastens it under the chin and hangs gracefully to the knee.

The upper right-hand figure invites your attention to another friendly fashion. It is a garden party frock, combining crepe de chine and georgette crepe. The greater part of the skirt is of the crepe de chine, while the blouse plus is of the more delicate fabric. The pockets and the bands on the short sleeves are embroidered with pearls. The pearl trimming extends into the sleeve and shoulder. The trimming also adorns the front of the waist. A soft, narrow girdle gives trimness to the waist. A lace collar and lace ruffles extending beneath the georgette sleeve enhance the daintiness of the robe.

Look now at the picture on the lower left hand and you see a hat suitable for friendly functions of a Summer afternoon. Leghorn is its base. A band of patent leather leaves encircles the crown. The brim is finished by a binding of the patent leather. A bunch of lacquered grapes seems to have pushed its way through a slit in the brim above each ear.

The small central picture reproduces a patent leather hat of modified Spanish design. The under side of the broad upturned brim is embroidered with raffia. A large velvet bow on the lower side completes the decoration.

Pony Type Of Woman Supplants Anglo-Saxon

BY ANNE RITTENHOUSE

New York, July 18.—There was an era in American life when women were supposed to be of sizable stature. The pony class was not born. As for the reason, no student has taken the trouble to investigate and give the answer.

The work of women might have influenced their growth. Long generations of pioneers, of the emigration of stalwart peasant stock, of Scandinavian families of the Scotch, possibly produced a race of women who were fitted physically to take part in the development of a strange and hazardous land.

There has been a theory that splendidly framed women are the mothers of a sturdy race, and we always think of the pioneers as being of resisting structure, able to draw water, hew wood and shoot. Possibly they were really small, but history, the stage and story do not give that impression.

Whatever they were, these pioneer women of high and common class, aristocrat and peasant, the truth is that the race has steadily grown small in stature. The most serious depreciation has taken place during the last generation. The women especially have shrunk.

This is not true of England, where the Anglo-Saxon type prevails. The type there is what it was in the mediaeval era.

In France and Italy the type continues small and well rounded. In the northern countries of Europe the tall woman with the large frame rules. Emigration has not changed these types, nor intermarriage. It is only in America that women appear to be going through a type transformation which makes our woman correspond in size to those of southern Europe.

This bears directly on fashion. The latter links itself up with each important change in a nation. When the majority of womankind is small of stature, when narrow shoulders and emaciated waists rule, the fashions correspond. The designers work for the majority.

Mr. James Forbes sent a phrase down the decade when he made his chorus lady say of her figure that a perfect 38 does save money. It also saves trouble and anxiety. The sellers of apparel say that a perfect 36 is replacing the larger figure. So the clothes are manufactured for this demand. It is for that reason that the woman who belongs to the generation just ahead of this one finds it difficult to get apparel in the ready-to-wear shops or strictly to follow the French fashions. The majority rules. The minority frets.

When a type passes from the ken of the designers it becomes a problem to dress it well. No one feels the difficulty more than the woman who is faced with it whenever she purchases any garment.

The pleasant paths are not for her. The morning's shopping, which is productive of good results to the average type, is not in her schedule of life. The careless fitter cannot be put at her disposal. The reasonable seamstress is to be avoided. The adorable clothes that she sees on the pony class, for whom fashions are now invented, are not to be possessed by her through the spending of money. This is the problem that faces the woman who is of the Anglo-Saxon type.

Neither can she wear the clothes which are invented for the stout woman, nor she who is plump and sedate. Hers is not the matronly type. With discretion she has the privilege of remaining young in figure. She often keeps a vivacity of countenance that savors just a bit of masculinity. The cheek bones and modelling of the face are mediaeval and therefore strong. The shoulders are broad, the waist large and square, the bust slightly developed, the chest high and muscular, the legs long and spare. The neck is long, the Burn-Jones kind, and the long oval head is set firmly and usually well on the neck, which flattens itself down into the straight elongated spine.

No, it is not an easy type to dress in this era. It was less difficult when it was the type of the generation; corsets then contributed to making it appear dignified and to assume the matronly air that was called distinguished.

These tall, large structured women dominated the ballrooms as they carried their sweeping evening frocks, with their long trains, with grace and power that was not vouchsafed to little women. But their dominance has passed. They are superseded by the type that students think has arrived to remain. It is the sign of our age. It is the symbol of a settled condition.

The future, however, does not interest the woman who is out of the picture. What possesses her mind is how to accommodate the present fashions to her stalwart structure.

ELIMINATES THE WAIST LINE

Like other difficult types, the first struggle comes with the corset. Wrinkles may be avoided and money saved if she will fight this battle to a finish before she arrives at a settled decision concerning the kind of clothes she must wear.

The corsetieres offer her the rubber corset, declaring that it is especially suited to her. It is wise to investigate that statement through experience. She will not be satisfied with any corset that does not attempt to confine the figure. Such license is only permissible to the slim and the attenuated.

Often she is better suited by a corset with a slightly higher bust than the average woman wears. Why? Because the upper end of the front bones do not stick straight out just above the waistline and display their presence through the thickest cloth frock.

Women who prefer the low corset even with this defect and who find that the brassiere does not hold in these bones, used a silk inside belt to do the work. It acts well. It is pinned or hooked around the upper edge of the corset and secured by a safety pin to keep it from slipping upward.

The best corset, however, in the minds of those who have worked on the problem of cutting the Anglo-Saxon figure is to cut the corset high in front and low at sides and back. This reverses the accepted method. The length of the corset must be determined by the lines of the figure, but it is well to keep its unboned skirt quite long and free of the figure.

The new idea is to avoid tight lacing below the waist in the manipulation of any figure, but it is not easy to convince the stout woman of the good that may lie in this; the Anglo-Saxon figure has its best presentation when the corset is well boned but loosely adjusted. The moment one attempts to pull in muscle, there comes awanwardness in the movement of the body.

The effort is to keep the line of the body straight and supple. It then takes on the air of grace and vitality. It exposes its largeness, accentuates the type, and proclaims its individuality. The tiger is as graceful as the cat if the tiger does not try to disguise its identity.

The large figure must eliminate the waistline. That much is certain. Any effort to curve in above the hips will be met with failure. It will enlarge the hips and the diaphragam—fatal to grace, these tricks.

The underclothes present as much difficulty as the top garments. The one piece garment is best under and over the corset. Whatever is soft and clinging, without fulness, must be chosen. The accepted garment to cover the corset among wise women is a combination of bloomers and brassiere that fastens down the front. These are built of jersey silk or fine muslin. They are strongly advocated by the French shops.

The woman with a straight waist and large diaphragm cannot wear with comfort the kind of corset cover that ends at the waist unless she pins it down in several places. It will constantly slip up and form a ridge aroound the top of the corset. Even the surplice brassiere of fillet lace will do this.

The envelope chemise has been adopted by large women as the best of top garments which come next to the frock. They must be slenderly cut and deeply decollete. No woman with large shoulders should permit material over them. She should really wear the topless garments that are secured by elastic around the bust. For evening and other transparent frocks no other corset cover is available.

It is probable that this struggle to keep the clothes which are placed above the waist from slipping halfway to the neck is the most perturbing thing in the dressing of the large mediaeval woman. She will never cease to fret over her waist adjustment unless and until she decides on a comfortable scheme and remains true to it.

It is easy to listen to the success of others and to begin and end a hundred experiments. But the result is dissatisfaction; and usually failure. Women who succeed in eliminating worry are those who cease to be curious. One's own way, if well thought out and found to be suitable for one's figure and inclinations, is usually as good as the other woman's way.

After the decisions are made on the undergarments that are to be a continual part of one's scheme of dress there comes the choice of colors. Not easy, this. There are few large women, strong and virile, who can afford to adopt the colors of India unless they are dark and sombre in their own coloring. Even then the thing must be done incidentally, not habitually.

The big boned woman is often highly colored, although she may not have red cheeks nor brilliant blue eyes; she can be put in the list of those who rarely need artificial coloring merely because the structure of her body imparts a certain glow of health to the texture of skin and the glance of her eyes.

She needs subduing as some women need sedatives. She must not be ashamed of her size and try to repress it by corsets or tight garments, but she does not want to project it at the world, emphasising it as her fundamental physical characteristic.

Remember that the long, large, loose boned woman who is, pale, with light hair, cannot go by the rule for the same type who healthfully colored. The latter is the better known and the rules are for her.

She can wear bright red and purple if it is veiled by a dark color, and there are tones of Burgundy that are actually attractive on her. Green is often her best choice, especially if there are glints of it in her eyes. Green, you know, was the chosen color for peace and fighting of the ancient Amazons. The tone was like jade, or new leaves, or apples. The darker shades of it were not worn.

In a way the type under discussion is the Amazon of this epoch and she usually has some of the characteristics, much modified; veiled, as it were, by a darker coloring to subdue them. Possibly it is for this reason that these women choose green. They wear it as jewelry, in evening gowns and wraps, in a number of accessories. The color is rarely chosen by a small demure woman.

Scarlet veiled by deep wistaria is another combination that the Anglo-Saxon type seems to have inherited from past eras. Yellow in its golden shades like jonquils, topaz and champagne is carried on by this generation of big boned from those court days when it was worn in velvets and touched heavily with ermine or sable.

Colors for the house can be gorgeous, as height justifies them; the big woman should make the best of them. She can be regal in the evening, under electric lights, outdistancing her smaller sisters by seven leagues. It is her chance to be impressive. For her, thin, sinuous, tall, are the tea gowns that glory in vivid effects. For her are the sweeping lines and draperies that swing from the shoulders, that twist and trail on the floor.

She can put on a nasturtium house robe, vaguely built, depending upon its convolutions for its style, and appear like a stage picture, something from Pelleas and Melisande, or a tableau by Ben Ali Haggin. No one in the pony class could do that. No slender, short type could consider the costume.

Therefore the Anglo-Saxon type should bend her energies making a sharp difference between her appearance in the street and under the roof, no matter what roof it is. The contrast will have piquancy.

SOMBRE IN THE STREETS

If she has full play to her Amazonian spirit in the house she can afford to constantly subdue herself in the open. Not for her are the gaudy frocks and suits. Not for her the overornamentation for which Paris shows fondness in the clothes she makes for America; those which are not worn by the typical Parisienne.

She cannot permit futile and elaborate trimming in any garment. In street garments she must suppress whatever appears to be conspicuous. The process of elimination must be her creed. She spoils her chance of success when she dresses like women who have not height to consider. She is distinguished when she insists upon a severity that is beyond the hopes of the woman who is called coquettish. For the latter are frills and ribbons, flowers and gewgaws; for the former, straight lines carved out of cloth, clinging closely to the structure of her body.

The smart Parisienne, small though she is, wears black or gray or beige in the streets. She never approaches colors unless she is driving in the open. On foot she aims to be simple to the nth degree. The well-dressed American should adopt this as her motto. Black is the top notch of smartness for the big, thin woman. Dark blue is its rival. Beige is not often becoming to her. Gray is sometimes a failure unless it has depth and character. King's blue, dark red, light gray or tan are not for her on the street.

Restricted as she is, she should make life quite easy by ceasing to experiment. Let her be content with the obvious truth that she carries the sombre colors in the street as brilliantly as she carries unusually vivid colors in the house. Surely she has excellent chances.

It is a fallacy that this type of woman can wear broad stripes and large plaids. There is too much of her. Although she does not appear as conspicuously unpleasant in them as the stout wo-

(Continued on Page 4)

TODAY'S TOILET HINTS

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GREY HAIR—HOME REMEDY

An old-fashioned home-made recipe restores youthful appearance.

There are plenty of reasons why grey hair is not desirable, and plenty of reasons why hair dyes should not be used. But, on the other hand, there is no reason why you should have grey hair if you do not want it. To turn the hair back to a natural colour is really a very simple matter. One has only to get from the chemist two ounces of concentrate of tammalite and mix it with three ounces of bay rum. Apply to the hair with a small sponge for a few nights and, the greyness will gradually disappear. This liquid is not sticky or greasy and does not injure the hair in any way. It has been used for generations with most satisfactory results by those who have known the formula.

TO KILL ROOTS OF SUPERFLUOUS HAIR.

"Home Science."

Women annoyed with disfiguring growths of superfluous hair wish to know not merely how to temporarily remove the hair, but how to kill the hair roots permanently. For this purpose pure powdered pheminol may be applied directly to the objectionable hair growth. The recommended treatment is designed not only to instantly remove the hair, but also to actually kill the roots so that the growth will not return. About an ounce of pheminol, obtainable from the chemist, should be sufficient.

THE REAL CAUSE OF MOST BAD COMPLEXIONS.

"Health and Beauty."

It is an accepted fact that no truly beautiful complexion ever came out of jars and bottles, and the longer one uses cosmetics the worse the complexion becomes. Skin, to be healthy, must breathe. It also must expel, through the pores, its share of the body's effete material. Creams and powders clog the pores, interfering both with elimination and breathing. If more women understood this there would be fewer self-ruined complexions. If they would use ordinary mercolised wax instead of cosmetics they would have natural healthy complexions.

ABOUT HAIR TONICS.

"Novel Recipes."

Each week almost one hears of some wonderful discovery for improving the hair, and although this paragraph may seem a little superfluous, an old-fashioned recipe may come as a welcome change. One thing about it is that it will grow hair, and also prevent it falling out. From your chemist get an original package of boranium, to this add ¼-pint of bay rum, allow it to stand 30 minutes, then add sufficient water to make half-a-pint. Rub briskly into the scalp with the finger-tips, and you will immediately experience that clean tingling sensation which is a sure sign of healthy action.

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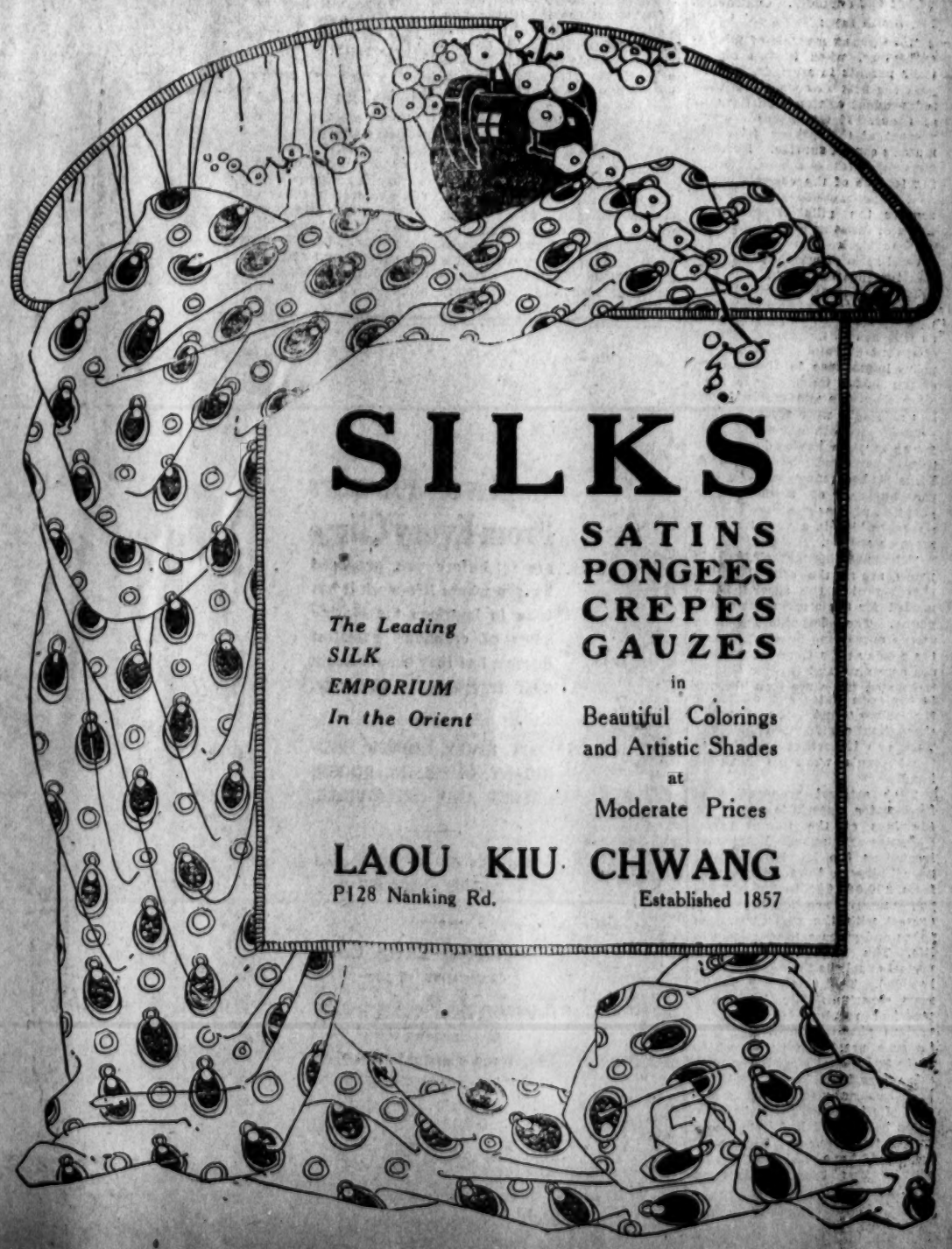

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Pony Type Of Woman Supplants Anglo-Saxon

(Continued from Page 3)

man, still her large framework suggests material without design.

She is wise who refuses all patterned fabrics throughout life. The solid colors are for her. Japanese art, pottery paterns, modern figured silks, crepes and foulards must be left to the other types. If she mentally discards them in the beginning she puts aside one trouble.

Tiny checks or pin stripes are not objectionable if one wearies of a life diet of solid colors. The chances a large woman has of touching the costume with a vivid girdle, a bunch of flowers, a smashing band of Oriental or Egyptian embroidery gives her sufficient change.

She is usually at her best in tailored suits. No matter what the changing styles, she can depend on a perfectly fitted coat and skirt of good material to carry her through the storms of the seasons. One such in winter and another in thin material, for spring and summer, give her a sense of security that is enviable.

At the moment the strongly athletic type is not in the picture. The severity is not unfashionable but its application is different from what it was ten years ago. There must be no suggestion of the turf in the tailored costume worn far from the stables. The feminine accent is necessary, especially in the big woman.

Stiff collars, corded pique, starched organdie, tight cravats, regular severe brims on hats are not for the type that needs softening to make it appealing. Youth, even if tall and bony, can wear these things, but thirty-five is the last outpost.

THE NECESSARY SILHOUETTE

Usually the Amazonian type, as she appears in this century, has thin hips, wide chest and shoulders and tapers to points. The silhouette for her is easy to achieve. Fatality is invoked if she attempts to evade it. Uniformity is her chance of continued success.

The waistline should be ignored it. The slender hips should bear the burdens dropped from the shoulders, and it is the proper place for the girdle, the belt, the slight pannier even, if one is found permissible. Here she can put the gathers, the pleats which slight small types must place at the waist.

Long sleeves are excellent on her. They accentuate that tapering to points which is admirable in contrast to the almost masculinity of her breadth and muscular swing. If the arms have grown muscular they must be constantly covered day and evening. The long sturdy neck should always be uncovered.

Promote Pearl Buttons

By Rescruing Black Bass, On The Gills Of Which Mussels Grow

Complexity of modern industry is aptly illustrated by the fact that your pearl buttons are dependent upon preseration of certain Mississippi River fish, says a bulletin from the Washington, D. C., headquarters of the National Geographic Society. This economic curiosity is explained in a communication by Hugh M. Smith, who says that the perpetuation of the fish supply in the Mississippi and its tributaries involves a very important industry besides fishing. Investigations conducted for the Bureau of Fisheries years ago showed an intimate relation between certain kinds of fishes and the mussels, which yield valuable pearls and support a pearl button industry which gives employment to about 20,00 persons and has a product worth from $5,000,000 to $6,000,000 annually. Continuing, Mr. Smith says:

"The young mussels of microscropic size, when thrown off by their parents in myriads, need to pass the first few weeks of their independent existence on the gills of fishes. If the fishes are not present at the proper time the mussels cannot survive. Furthermore—and this is a most interesting feature of the cor-relation of fishes and mussels—the mussels require the gills of particular kinds of fishes as nurseries.

"The black bass is host for several sorts of mussels, the crappies for several others, the catfishes for others. The skipjack, a kind of herring, is the only known host for the best of all mussels, and as this fish is not by any means abundant its maintenance is of prime importance to the welfare of the button industry. In 1919 more than one and one-half million skipjacks were rescued. The peculiar requirements of the young mussels having been carefully determined, the Bureau of Fisheries has gone extensively into the business of artificial propagation of pearly mussels by a method which is a vast improvement on nature.

"The spawning mussels, held in ponds, are at the critical period provided with the special fishes needed for the attachment of the young. The fishes obtained in the rescue operations are turned into the ponds at the time the mussels are spawning and become thickly inoculated. They are then liberated in the open water and distribute themselves and the mussels throughout a wide stretch of river. Thus two important branches of the bureau's work go hand in hand.

"The artifical propagation of fresh-water mussels is one of the functions of the United States Fisheries Biological Laboratory located on the Mississippi River near Fairport, Iowa. Each year from 200,000,000 to 300,000,000 young mussels are thus brought in contact with the gills of rescued fishes and given a proper start in life. The maintenance of the mussel supply is thus being greatly aided. That this work is not a mere experiment, but is yielding practical results, is shown by various pieces of evidence. For instance, pearl buttons have been made from Mississippi River mussels grown from larvae that had been artificially implanted on the gills of a black bass less than two years before and had been under constant observation. These mussels would have attained full commercial size at the age of four and a half years."

The Spectator

What Is Me?

A very intelligent woman asked this question the other day: "Why don't somebody answer the most fundamental question of all possible questions? It is: What is me? I can say: this is my foot, this is my hand, this is my eye, this is my nose, this is my stomach, this is my lung, this is my head, this is my face, this is my finger, this is my brain and this is my heart—even this is my soul. But which, or who, or what is me?"

A plain question deserves an honest answer, hence, without hemming and hawing, we reply, "I don't know."

Furthermore, neither does anybody else know.

The simplest things are the profoundest mysteries. The things we use every day, live by and can't get along without, cannot be defined.

We can tell you what the precession of the equinoxes is, or the binomial theorem, or the hydrostatic paradox, but not what light is, nor heat, nor love, nor life.

Just what the me is, the Ego, has been the subject of lively discussion by thinkers from Heraclitus to William James. Experts in psychology have been searching the premises for a good many centuries for the gist of the Ego, but nobody has found it yet.

Plato wrote of it, and Kant, and Descartes, and all the rest of the philosophers. Hume published a very interesting book on the subject, the substance of which was that the me is something like Congress or the First Congregational Church, that is, a collection of sensations and ideas, continuing with changing membership through life and dispersing at death.

Carlyle suggested it might be a ghost. He said that old Dr. Johnson was always poking about haunted houses looking for ghosts, while all the time he himself was a ghost. All men are ghosts, the streets swarm with them.

The favorite theory among churchmen is that the me (which they style the Soul) is an intangible somewhat, a vital spark (animula, blandula, etc.), which the Creator inserts into the newborn child and which at death flies away to heaven, hell, purgatory or limbo.

None of these suppositions have been proved to the entire satisfaction of its opponents. All we know is that:

1. The Ego, or Me, is inseparably bound up with the body. That the person can exist apart from his physical body may be a matter of faith, but it is certainly not a doctrine of science. The "conclusions" of Sir Oliver Lodge, Maeterlinck and Conan Doyle have not been taken seriously by the scientific world or the common sense public.

2. The Ego resides in the body only so long as life is present. What life is, we don't know, but we know how it works. When it quits working we know it is gone. While life is present the body eats (assimilates) its environment, that is, uses air, water and food to build itself up and keep going. When life disappears, the environment eats the body, that is, the air, heat and moisture take it to pieces (rot it) and reduce it to its original elements.

3. To be intelligent, it is not necessary to know everything. It is sometimes quite as important to perceive that there are some things you cannot know. Hence, be assured, nobody knows what the me is. One may believe it is simply a functioning of matter, and that man is merely a thinking beast. Another may believe that he is a spirit who clothes himself for awhile in flesh, which at death he casts off so that he may enter another career somewhere.

These theories may be clothed with high-sounding, scientific phrases on the one hand, or sonorously decreed by ecclesiastical authority on the other. You can take your choice. This is a free country.

But when it comes to knowing, actually knowing, what the me is, or the Ego, or Soul, or whatever you may call it, why, my friend, we know just about as much about it now as the first homo sapiens knew when he broke from the ape tribe and began to think.

Ubiquitous Bags For Women

There are few occasions of a woman's life when she does not carry a bag. She carries a bag to shop and she carries a bag to work, she carries a bag to church and she carries a bag to market. Moreover, she often carries a bag to bed. She hangs it up beside her pillow and has it ready in case she should want any one of a half dozen little accessories in the night—a flashlight to see the clock, a cough drop if she chokes, a handkerchief if need be, or—and this has actually been known—a chocolate drop if she wakes up hungry.

And of course she has bags for the beach. There is one sort that contains bathing costume and accessories that she carries to the bath house, and another sort that she carries actually to the beach, containing her handkerchief and purse. If she merely loiters on the beach she carries this all the time. If she goes in the water she entrusts this little bag to some one on the shore.

Now not a few brides of the summer have carried delightful bags to the altar. One carried by an aristocratic English bride was a combination of brocade to match her gown and crystal beads. She carried this in addition to a bouquet.

GERMANS RAGE OVER SPA

Delegates Get Critical Reception On Return To Berlin

Berlin, July 19.—The German Government delegates to the Spa conference are back in Berlin, having been preceded by Stinnes, whose earlier departure, together with Herr Wiedfeld, of Krupps, is thus referred to by the correspondent of Vorwarts:

"These men were representatives of the unyielding standpoint, and it is accepted that they wished to show they had no responsibility for signing."

On the same authority the farewell words of Stinnes were: "We have been strangled and deceived."

The political atmosphere which the Spa delegates are breathing in Berlin is not a healthy one, for it is stated that there are serious political differences and that the People's Party is threatening to desert the Government, and the results achieved at Spa have been greatly criticised in the press. Nationalist newspapers are raving about "the enemy's triumph" and "the second Versailles."

One of the few bright aspects is that the Vorwarts rebukes those who are making violent attacks on the Government and points out to the workers that occupation of the Ruhr would entail worse consequences than those attaching to the coal demand.

According to news from Westphalia the miners' unions will next week review the situation and decide their attitude as to the question of working longer hours in order to fulfill the delivery conditions.

Speaking last night, the new Prussian Minister of Home Affairs, Herr Maehlig, concluded a savage attack on the coal conditions thus: "Under no circumstances will our miners allow themselves to be forced to raise the French coal industry and at the same time bury and sap the German. Our Ruhr miners are not coolies."

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AUTOMOBILES

SHANGHAI, SUNDAY, AUGUST 22, 1920

GREAT INVASION OF EUROPE FOR MOTOR TRADE IS AT HAND

One Export Manager Has Sailed From New York For Extensive Tour

OLD METHODS OBSOLETE

Tendency On Part Of Europeans To Make Comparisons Is Met

A striking object lesson of the earnestness with which the motor industry of the country has prepared to go after foreign business is presented in the plans by the makers of a popular American car which has sent a representative abroad to make an eight months' tour through more than a dozen European countries, involving several thousand miles, it will be made in that company's latest touring car model, which was ready for general delivery in May, says the New York Tribune. The plan possesses certain novel features, for, in addition to a careful investigation of future commercial possibilities, it means the establishment of agencies and a campaign of education in the reliability of a stock American car over all sorts of roads in virtually every part of the continent except Germany and Russia.

On April 23 Leonide Barrere, a Frenchman, but connected with automobile interests here for the last four years, sailed from New York, accompanied by his wife and his car. Speaking seven languages, a graduate of the Institute of Technology of Nancy and with many years of motor car experience in Europe, including four years in Russia, Mr. Barrere is well versed in foreign motor conditions. He has no hesitancy, however, in saying that the well-built, medium-priced American car excels anything within a reasonable approach to that price made abroad. The countries through which he is traveling are Norway, Sweden, Denmark, Belgium, Finland, Holland, France, Spain, Portugal, Italy, Bulgaria, Rumania and Greece, and he will possibly visit Algiers and other provinces in North Africa.

AMERICAN TAKES INITIATIVE

This ambitious effort of one American concern to prepare the territory for foreign export business is in line with many other plans being systematically worked out by other motor concerns. Since the signing of the armistice the American motor industry has realised the importance of developing its export trade on a more stable basis than hitherto attempted except in one or two isolated cases. The recent sailing of Samuel A. Miles of the National Automobile Chamber of Commerce to study trade conditions and attend several important meetings is a case in point, as well as the recent appeal made by that body to Washington to reduce the import duties on foreign cars from 45 to 30 percent, which, it is believed, will prevent retaliatory acts abroad in the direction of higher export tariffs.

"The old system of automobile exports has given way to a proper study of what foreign buyers want and a willingness to meet their needs," said Mr. Barrere before sailing. "Many of the American concerns in the past have been content to sell a few cars to exporting concerns as individuals, making no effort to maintain the reputation of the car by establishing centers where additional parts and service might be obtained. One of my duties will be to establish such centers, where a proper supply of necessities for American cars may always be obtained. This failure in the past to provide satisfactory service has been detrimental in many cases. With the enormous demand for cars in this country, comparatively little attention was given before the war in developing the foreign trade on substantial lines, but this is undergoing a radical readjustment now. American manufacturers have little to fear from the so-called foreign cheap car. Mass production there is so new that it will take a long time to establish it on a reliable basis, and the experience of our makers in that direction puts them so far ahead of our foreign competitors that no serious rivalry may be looked for for many years, at least.

COMPARING BY TESTS

"The European buyer still has a strong tendency to compare American and European automobiles by size, rather that by purchase price. While buying an American car at a smaller price, he is liable to forget about the saving and condemn the car if it does not stand up as long as the European car of the same size and three times the price. The only remedy is to appoint such distributors as will give excellent service to the owners and thus make the American car durable and serviceable. While the American cars are the best for the money invested, a foreign mechanic with no knowledge of it can make it look decidedly poor after experimenting with it.

Discussing motor conditions in Holland, Mr. Barrere says that 3,000 cars will probably be required in that country this year, and, as the European competition is very insignificant at present, American makers have the opportunity of supplying practically 90 percent. In 1918, he says, there were 3,472 passenger cars in Holland, of which 78 percent were of American make.

"Motor cars there," adds Mr. Barrere, "are still considered a luxury, and the biggest demand is for cars costing from $4,000 to $8,000. Persons of wealth often have from 10 to 12 cars and two or three chauffeurs. This is due to the fact that the country lacks satisfactory railroad transportation and the members of the family usually live in their own homes at different places."

In Denmark there is an increasing demand for American cars, the reputation of which was established during the war. In Belgium the majority of cars imported in 1919 came from this country. The thirteen motor factories there were completely stripped of their machinery during the four years of German occupation, but strenuous readjustment work has resulted in a limited production at the present time by three or four factories.

The New Traffic

(A. G. in The Daily Mail)

I have found him leaning over the same gate on summer evenings for twenty years.

He used to chew a straw in orthodox style and display a brown throat beneath an open shirt. Now he puffs at a cigarette and looks supremely uncomfortable in a one-and-a-quarter inch collar with a blue tie that stands aside always to show the stud.

"I'm going to buy a motor-lorry," said Farmer Brown.

"And bang goes £1,000," I remarked.

"I'm going to get a lorry," he continued doggedly. "If I don't I *must* get another wagon and a couple of horses. There was a time when you could get a first-rate animal for £60; now you've to pay £150. And for a wagon—anything over £100. There's £400 odd.

"Then I can get rid of two horses, keeping just enough for ploughing, and so forth—and there's the lorry nearly paid for.

"A lorry doesn't eat corn on long, wet winter days; it doesn't want a man to attend to it on Sundays. What is more, I can see in it a fine way out of one of the chief labor troubles.

"I send to the London markets two loads a night, five nights a week. That means ten eight-hour journeys for the men, not counting time spent in the market. For these ten journeys I have to pay six shillings a time over and above ordinary wages—and a man grumbles if I ask him to do three journeys a week, even though he doesn't do any other work until the afternoon following a trip.

"With a lorry, marketing my vegetables will require five two-hour journeys a week, and I shall never have to listen to the tales of wild slides and damaged knees and broken harness that I got almost every day now through tar-paving and greasy cobbles.

"Yes, I'll widen the gateway and buy a lorry!"

Essex Is Driven 10,520 Miles Without Repairs

Good Performances Of Light Car Are Recounted By Dealer In Shanghai

"Each passing day merely serves to emphasise the wonderful success scored by the Essex," said R. A. Hutchinson of the Hudford Garage.

"Each day adds to its list of triumphs, but its greatest achievement has been the record it has made in the hands of its owners.

"It is a notable fact that those who have driven it the farthest and subjected it to the most abuse are the most enthusiastic in its praise.

"Take the case of Edwin C. Keller, a retired capitalist of Highland Park, Ill., for instance. Mr. Keller bought the first Essex ever placed on display in Chicago.

"This car had been driven 10,520 miles when it reached the H. O. Harrison branch at Oakland, Calif., a few weeks ago to have the valves reground. Regrinding the valves incurred the "first copper cent" of expense on the machine, to use Mr. Keller's own words, from the day it was bought. The original fabric tires were still on the car and looked good for many miles more.

"'I have owned several automobiles,' said Mr. Keller, 'but this is the most economical, powerful and most dependable of them all. I have covered 7,000 miles with it in California, including the Sierra Nevada range and the Imperial Valley mountains and have never used low gear except in starting. It is seldom that even second gear is required.

"'Its speed is about twice what I shall ever require. The gasoline mileage is about 16 miles to the gallon, including largely mountain travel, and it uses only a quart of oil to every 250 miles.

"'My previous cars were large, costly machines—if I could not get another Essex Sedan, I would not trade it for all of them, laid before me brand new.'"

Just think of what it means to you to sell a car that makes friends like Mr. Keller! And this is not an exceptional case.

T. G. Holt, of Dublin, Ga., has driven his Essex 35,261 miles since February 2, 1919. During all of this time it has not been necessary to replace a single part on the motor. Mr. Holt is unqualified in praise of his car and declared that he would not sell it for $1,200.

T. A. Pettis, of Fresno, Calif., is a contractor and has driven his Essex 24,300 miles. It has been subjected to the hardest kind of service, but three of the original tires are still on the car and two of them look as if they would run as far again. One tire has the original factory air.

An Essex owned by Mrs. G. E. Bowen, of Chattanooga, Tenn., has been driven 38,200 miles. This car, which is used in the rent service, is in use day and night and has cost its owner practically nothing in the way of repairs or adjustments, she reports.

The Day Taxicab Service of Lewiston, Idaho, have an Essex which has covered 26,672 miles most of which has been hard country driving. It is in such demand because of its exceptional performance that it is in service day and night. During one of the worst blizzards of the winter the Essex was on the streets for five days when every other car in service was tied up by the storm. Mr. Day reports this Essex is the most economical car he has ever operated and hopes to replace all of his other equipment with Essex cars.

Expansion Limits Of Auto Industry Extend

From time to time one hears the rumor that the automobile industry has just about reached its limit. That story was current within a very few years often the making of automobiles began.

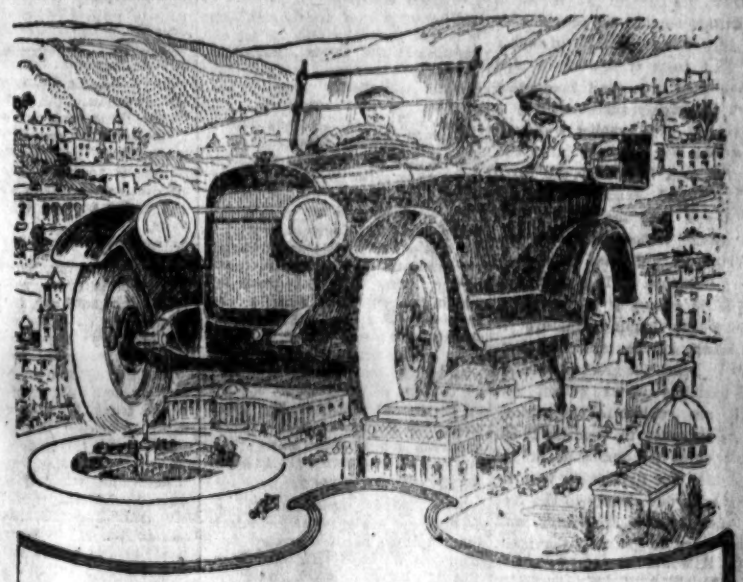
At one time it is said, Henry Ford offered to sell his company to Durant for $8,000,000, but some of Mr. Durant's banking friends, feeling even at that early day the industry had about reached its limit, advised him against making the deal. Comment is unnecessary.

The Wall Street Journal of recent date, reporting a special meeting of the Willys-Overland Company, listed among prominent men who had been elected to the Board of Directors, the following: E. R. Tinker, vice-president Chase Securities Corporations; George Peek, president Moline Plow Company, (formerly head of the War Industries Board); John R. Harbeck, vice-prsident American Car Company.

In further comment, the Wall Street Journal says—"This action is significant as marking the entry into the company's affairs of strong financial interests represented by men of known ability in finance and manufacturing."

Another article in the same paper says—"Entrance of the Morgan interests into General Motors makes the board of this great corporation more powerful even than of United States Steel. It has exploded the claims of a falling off of the automobile output in this country."

The natural inference to be drawn from the foregoing paragraphs is that men of keen vision and capabilities recognise that the automobile has come to stay and that its future promises big things.



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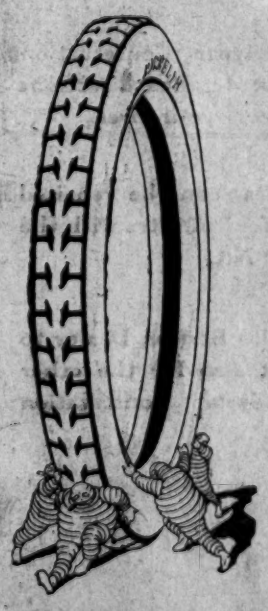

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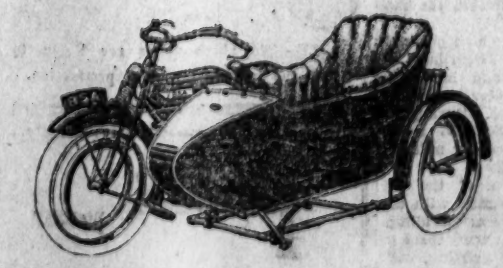

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NEW MANIFOLD IS SAXON'S PLAN TO MAKE GAS BEHAVE

Only Vaporised Mixture Is Eventually Admitted To Combustion Chambers

In this new manifolding system employed in the current Saxon model only vaporised mixture can eventually get to the combustion chambers. Globules and other unvaporised portions of the mixture are by gravity held in what might be called pockets with corrugated surfaces, the corrugations being exhaust heated.

The unvaporised particles of gasoline are automatically separated from the stream as it leaves the carbureter and are collected on the sides of the manifold in such a way that they trickle down and are collected in a cup-shaped space which is entirely surrounded by a portion of the exhaust manifold. It should be clearly pointed out, however, that it is only the particles of liquid gasoline that are heated and that the main stream of properly vaporised gas is not subjected to the heat of the exhaust manifold. In this way volumetric efficiency is unaffected because the ingoing mixture is maintained at the minimum temperature, hence the greatest volume. The particles which collect and which are subject to the heating process in order to vaporise them, cannot enter the manifold proper unless they are thoroughly vaporised. This is due simply to the fact that the particles are heavy, and if they were to get into the main stream it would be necessary that they pass over a number of corrugations in an upward direction.

A feature which is not apparent for the moment is that the unvaporised portions are collected at all times even while the engine is being started up on a cold morning. In this way even starting allows of a good explosable mixture being taken into the cylinders.

Another feature of this manifold is the arrangement for properly conducting the gas to the combustion chamber after it has been completely vaporised. This is accomplished by the use of a dividing wall in the two horns of the manifold which lead directly into the cylinder block. Without these vertical dividing walls, there would be in these horns a severe whirling of the gas due to the fact that it is being sent at rapid speed around a very sharp corner. This whirling of the gas is called surging and has two bad features, one being the fact that this motion has a tendency to allow the particles of gas to rub against each other in such a way as to condense into liquid particles, in this way undoing all of the work which has been done so carefully in the complete vaporising of this gas. Second, this surging of the gas results in an unequal distribution of the gasoline to the various cylinders of the motor, so that cylinders 1 and 4, being at the outside of the curves in the horns of the manifold, would received too much gas while cylinders 2 and 3, being on the inside, would have a tendency to be starved.

144-Hour Essex Non-Stop Run Is Feature Of Show

The most talked about event of the Harrisburg, Pa., Automobile Show was a 144-hour non-stop run staged with an Essex by the Gomery-Schwartz Motor Car Co.

The sides of the car were distinctively marked and bore the invitation, "Hail the Driver and Tell Him Where You Want to Go." The hood had glass panels so that the engine could be seen. At night electric lights illuminated the motor.

The car was one which originally was driven to Harrisburg on January 15, 1919, and had been used as a demonstrator ever since, covering 18,112 miles. During the non-stop run it made 1,507 miles, averaging about seventeen miles to the gallon of gasoline.

Approximately ten of the 144 hours of the run passed with the car standing and the motor idling, and about 100 hours were spent in traffic, stopping and starting, with an average speed of fifteen miles an hour. The rest of the time was spent in country driving and in giving demonstrations on hills.

During the time the car was on the streets hundreds of persons availed themselves of the invitation to use it as a free taxi and its feats attracted wide attention. At the end of the test the motor was still running as powerfully as at the start, not a single adjustment having been necessary.

TO CLEAN UPHOLSTERY

The use of gasoline on leather upholstery will crack the leather. A good cleaner is plain water with little ammonia added. Or, even better is a mixture of two parts linseed oil with one part turpentine.

Five Factors Enter Into Truck Economy

There are five major considerations bearing on the efficiency and economy of truck operation. These are: The design and type of the truck used; pneumatic tires; the cost system employed, and the proper control of repairs and labor.

It must be assumed that the user of the truck has gone into truck transportation matters sufficiently to have chosen the right size and type of vehicle for the work. Often a truck too large is used; again one too small, or the right size may be used, but it may be of cheap construction and unfit for the severe work to which it is put. Granting that the right truck is chosen, the tire equipment is of vital importance.

LIGHT TRUCKS

For trucks of three and one-half tons' capacity and under, the pneumatic tire is an important factor in economy. It has been shown repeatedly that pneumatics, reduce vibration and lower mechanical depreciation to a marked extent. Pneumatics, of course, are desirable on trucks of any size or capacity, but up to now insufficient data is at hand as to the performance of pneumatics made for the heavier vehicles. No doubt as the tire manufacturers continue further experiments larger tires will be produced which will perform equally well as the existing ones. It has been suggested that in order to make use of pneumatics for heavy haulage the load should be spread by the use of a six-wheel vehicle or three and one-half ton trucks maximum with a trailer. Some concerns are already using this method of employing pneumatics.

KEEP COST SYSTEM

The third fundamental in economical motor truck work is the employment of a proper cost system. Without this one is at a loss to know whether the trucks are making money or losing money. It is not an uncommon thing for a truck operator to continue using trucks year after year without knowing exactly what these trucks cost to run or how much if any profit they make. Truck costs should be separate and distinct from any other costs. There are three important heads to truck costs—fixed charges, maintenance charges and operating charges. Under the fixed charges come such items as depreciation, marked off at so much per year; licenses, insurance, in other words, charges that cannot be changed and that continue whether you use the truck or not. Maintenance charges include such items as repair costs, tire costs, overhauling, etc., or, in other words, charges necessary to maintain the vehicle in good operating condition. Operating charges include those necessary to run the vehicle, among these charges being gasoline, oil, driver, etc. These three groups of charges taken together constitute the cost of running the truck. It is necessary to know the unit cost per ton carried over a given road and under a given set of conditions.

REPAIR BY UNITS

The fourth big factor in truck operation is unit repair. This applies not so much to the owner, though the operator of one truck can profit by it to a great extent. Unit repairs are time savers. Under this system of repairing an entirely new unit or part is placed in the truck in a short time, instead of having the unit or part repaired on the truck. For example, if a transmission gear is broken and other damage done, instead of attempting to put in a new gear and making the other repairs, the entire transmission is removed and a new one installed. The truck can then be put back into service while the damaged transmission is being repaired on the bench. This, when repaired, is held in reserve. The unit system of repairing should not be applied to small work, or to work that could be done more quickly on the truck. The adoption of the system requires a little study in order to decide on just the right parts or units to have in stock, the number of men needed, etc. For example, a cracked cylinder block ought to be replaced immediately with a new one, so the truck can be on its way in a few hours. The cracked block can be sent to the welder or repaired in the shop and held for another emergency. The whole idea is to save truck time. Often it may not be necessary to use the system, especially so in a shop where a night force is at work and the truck has to be idle through the night. It then does not require any truck time to work upon a unit.

PROPER LABOR DIVISION

The unit labor system applies to truck users that employ more than a few men. Under this system the work of operating and keeping track of the trucks is divided among four departments as follows: Cost and accounting, operation, maintenance and installation. The truck operator should consider the investment in trucks and organise accordingly. The owner of two trucks probably could not afford to devise any elaborate system such as that mentioned, but, as is often the case, the big fleet owner neglects entirely to put his trucks in the hands of the right or the proper kind of men. Operating trucks is a business in itself, and must be so organised.

Tire Mileage Is Cheaper Now Than Ever Before

Tire mileage is cheaper today than ever before, notwithstanding the increased cost of living. Fifteen years ago a tire was supposed to deliver its share of mileage by giving 1,000 miles of service. In fact the first automobile tires seldom gave over 500 miles of service. About 10 years ago the adjustment basis was around 3,000 miles and four or five years ago the basis moved up to around 5,000 miles.

At the present time the adjustment basis varies anywhere from 5,000 to 10,000 miles and we do not know where it will end. But the interesting point is that at the same time that tires have advanced in selling price the adjustment basis has likewise advanced higher giving the motorist more protection.

Today the car owner is getting more mileage per dollar invested than ever before. And such a condition should prevail. Tire manufacturers have perfected their manufacturing methods to such an extent that there seems to be no chance for added improvements.

Two Morce Race Vitories Are Won By Essex

Two more race victories have been won by Essex cars—this time at West Jackson, Miss.

The Essex finished first in the five and ten mile events and second in the three mile race.

The Essex was a popular favorite and aroused much enthusiasm because of its small size compared to its opponents.

Sidewalls Should Not Be Driven On

"There may be times when bad roads cannot be avoided, but side wall injury to the tires under such circumstances should not in fairness, be considered an indication of fault in the quality or construction," advises a Shanghai motor car expert.

"The sides of a tire are not intended to withstand such abrasion and wear as it is to be expected from rubbing against curbstones or driving in deep, stiff mud or over sharp jagged stones.

"If it is necessary to drive occasionally over bad roads reverse the tires; place the worn side toward the car, vulcanise the rubber over the most worn parts to protect the fabric from moisture and disintegration."

Regulation Of Gas Price Is Suggested

In connection with the increasing price of gasoline, which is a more serious question for foreign countries than in America, the London board of trade recently, prepared a very comprehensive report dealing with the costs of production and transportation, which was published in full in the Times of London. Gasoline was advanced a few weeks ago in England, the price there now being from 90c to 95c retail per gallon.

"We are strongly of the opinion," states the committee compiling the report, "that the whole question of the production, price and distribution of motor fuel should engage the attention of the league of nations or otherwise be made the subject of international agreement between the governments of the principal importing nations with a view to co-operation in fixing at fair level the price chargeable for so vital a necessity of modern industrial life.

"We find," adds the report, "that the present high prices for motor fuel are mainly due to a demand which is tending to outstrip the world's present supply, and the advantage is being taken of this tendency by powerful financial interests to raise prices."

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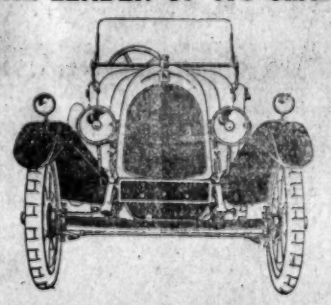

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A man with a new car had one of his tires blow out. He didn't have a spare so he decided to run a few hundred yards to a friend's house. When he got there he discovered that neither the tire nor the tube was worth repairing, for running on the rim had fractured the casing fabric. And the tube was riddled with holes caused by being pinched against the rim. Those few hundred yards of running on the rim probably cost him 10,000 miles that could have been saved by properly caring for the tube. Proper care of tubes saves miles in many other ways—not only in emergencies but all the time. Ask your Goodyear Service Station Dealer for Lesson 5 of the Goodyear Conservation Course, telling how to increase tire mileages by proper care of tubes.

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Tubes must be properly inserted in the casing; otherwise they will be pinched against the rim, or—if the valve stem is at an angle—they may be torn.

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How Strong Is A Motor Car?

Little Actual Data From Scientific Research To Show The Safety Factor Employed In Automobile Parts

BY M. C. HORINE, M. S. A. E.

Just how strong is a motor car? A chain is as strong as its weakest link, so it ill behooves us to have the strongest link much stronger. The Deacon's one-hoss shay had no weakest part, so that it lasted a hundred years and then all of the parts failed at once and it fell all to pieces. Unlike a chain, unfortunately, all parts of a motor car or even an old-time chaise are not subjected to the same stresses and so need not be of the same strength. The venerable Deacon was probably the only engineer in known history who achieved that nice balance between strength and stress which belied the chain-maker's adage.

Strength is only a relative term. We call that thing strong which has the ability to resist stresses in excess of normal and that thing weak which is unable to resist such stresses. An axle which might be regarded as weak for a 5-ton motor truck would be considered unduly strong for a light runabout. Therefore the strength of a part is gauged by the loads, and the stresses to which it may be subjected.

MAXIMUM STRESS

If it were possible to know definitely just what maximum stress would be put upon every part of a motor chassis, it would then be possible to design each part just strong enough for its loading and to secure a chassis of very light weight and ample strength. This is not practicable, however, for a number of reasons: Primarily it is surprisingly difficult to determine just what strains a part will be forced to endure. Materials are by no means uniform in strength. There is always the possibility that the greatest expected stress will be increased by an unforeseen emergency. Age and vibration combine to decrease the strength of materials. Finally, and perhaps most important of all, almost any kind of machinery is subject to a certain amount of abuse, which will multiply the stresses unduly.

For these reasons, builders of motor vehicles, as indeed makers of all kinds of structures, machines and appliances endeavor to make their products stronger than conceivable duty will ever require.

ALL PARTS ALIKE

Obviously, all parts of a motor car must be made with a margin of strength above and beyond actual requirements. This margin is commonly termed the factor of safety and is expressed in multiples of the expected load. Thus, a factor of safety of four, or 4 to 1, as it is better expressed, means that the part has strength to withstand four times the load which it is expected to encounter in normal service, or that it is to be employed in service which will not stress it to more than 25 percent of its capacity.

In the early days of automobile development, very little was known or could readily be determined about the actual magnitude of the stresses to which parts were subjected. Accordingly designers made the parts generous in size, so as to play safe. Of course here and there errors were made, stresses proved to be far in excess of expectations and by a slow, painful and expensive process these weak parts revealed themselves, were strengthened, and truly reliable vehicles were produced. This development, however, resulted in the production of machines of excessively heavy weight.

PARE AWAY WEIGHT

Analysis of what they had built enabled designers to pare away here and cut down there, where parts had been made unreasonably strong.

Then came the demand for better performance, quicker acceleration, less gear-changing, greater body luxury, more equipment. More powerful engines were substituted, lower rear axle gearratios were employed, larger and heavier bodies installed and much additional electrical and other equipment was added. Parts which had been of ample strength before began to give way and so had to be strengthened. So, until experience gives the engineer positive and accurate data, where clever guesswork and empirical calculation has had to suffice before, radical changes in fundamental proportions of design are always likely to result in mechanical failures, and where least expected.

In many cases, when a part is designed, appropriate calculations are made by the designer, incorporating a reasonable factor of safety, but in very few cases are records of such calculations preserved. The part is regarded as simply a design. It is tested and if it stands up it is passed without question. If it fails, it is strengthened, either by adding material where the failure occurs or by improving the material, finish, etc.

GREAT CHANGE MADE

One who has had experience intimately connected with the actual design of original automotive mechanism will perhaps blush to recall the number of times the determination of the size of a part, the number and size of bolts, etc., has been decided by "the look of the thing" or by a vote of respected authorities without calculation, research, experiment or consideration of factors of safety.

It may seem strange, in view of this, that so many machines turn out as successfully as is the case; yet it is the fact that the "hunch" of the true master mechanic is often more reliable than the careful computation of the mathematical "shark." Practical experience, therefore, frowns—or smiles intolerantly on theory, though in fact the skillful guesser subconsciously employs theory, often without knowing it.

As a rule engineers are chary of the term Factor of Safety. The builders of six high-grade cars at present on the debutante list frankly admit that they have no idea of the safety factors represented by the different parts of their cars. Some promise analysis of their products at some future date looking to their determination.

Other manufacturers are very ready to voice broad claims with respect to their safety factors, but omit to qualify such claims with the method of figuring or test used in arriving at their results. One manufacturer claims that the factors of safety throughout his chassis average 23 percent. This is a factor of safety of less than 1¼ and is undoubtedly very much below the actual factor, for these cars are known to stand up very well in general service.

FALLACY OF TESTS

One may calculate and test a front axle spindle, for example, to a nicety as to its strength for all sorts of stresses. One may then determine the exact weight it will have to bear with the car loaded to capacity. Next the centrifugal strain imposed by rounding a curve at the maximum speed of which the car is capable may be determined. Then the bending moment due to the side-sway of the car may be determined and the thrust due to skidding may be found.

Assuming that all of these stresses occur simultaneously, they may be added together and the spindle made, say, twenty times stronger than necessary to take this strain, as most of them are. With all of this, nevertheless, front axle spindles occasionally break. A slight looseness in the bearings will seriously alter the character of stresses imposed, a sudden swerve in traffic, a slight flaw in the heart of the piece, a sharp blow from hitting a rock in the road or striking the curb or a tool-mark on the surface which will centralise vibration at one spot may momentarily increase the stress upon the part more than twenty-fold or, in the case of vibration or the flaw, reduce its strength to less than one-twentieth and failure will result.

STANDPOINT OF SAFETY

General factors for all parts of the chassis cannot be employed, since certain parts are much more highly stressed than others and are more important from the standpoint of safety than others. For example, the factor of safety in steering and front axle parts and brake parts is generally much higher than in other parts of the car. In a paper presented before the Society of Automotive Engineers in 1916, Russel Huff submitted averages of safety factors in fourteen representative passenger car chassis as follows:

Front axle	5.8
Front axle spindle	26.1
Clutch shaft	28.8
Transmission shaft	8.4
Propeller shaft	7.3
Rear axle shaft	2.6

The excessive strength of the clutch shaft is one of those instances where the size of the part is dictated by other considerations than the requirements of strength. The front axle spindle, on the other hand, shows the effort to achieve strength where safety is very much involved. The low safety factor on the rear axle shaft indicates a prevailing weakness of that year, due largely to increase in engine power without corresponding increase in axle strength.

UNIFORMITY NEEDED

Another reason why safety factors should not be uniform throughout the car is that no matter how high, within reason, such margins might run, there would always be the chance that accident or abuse would subject the vehicle to stresses beyond reason. In this case it is highly desirable that the safety factor in certain parts be purposely limited so that these may act as safety valves to prevent damage to other parts. For example, if it were possible to design all driving parts so strong that the wheels would slip under the maximum torque available in the lowest gear before any part would fail, the adhesion of the tire to the ground would constitute the safety valve to protect the other parts. Similarly, if the strength of the wheels is limited to a lower safety factor than that of the axles and springs, a skid into the curb will demolish the wheel before the axles, springs and frame are damaged, a wheel being more easily and cheaply replaced than these more expensive parts. On the other hand, some contend that the wheels should have a high factor of safety to prevent collapse under the conditions in order to protect the other parts from damage incident to striking the ground.

Cornelius T. Myers, a prominent member of the Society of Automotive Engineers, states that the low safety factor in wood wheels is desirable. He says:

WHEEL AND FUSE

"Wood wheel stands in the same relation to the other chassis parts as the fuse plug stands to the wiring and apparatus in an electrical circuit, or a cylinder-head stud in a locomotive steam cylinder—it will break under the excessive side load, due to a bad skid, and in so doing saves the other parts which are more expensive and difficult to repair. The wood wheel is comparatively cheap and quite easy to replace."

As the actual loads which are imposed upon various parts of the chassis are extremely difficult to ascertain, but as static loads are easily found, it would seem reasonable to base such factors on static loads and the elastic limit of the metal for the modulus of section. Practice would soon develop—as indeed it largely has already—just what the normal factors of safety are on different parts. The Society of Automotive Engineers has done extensive work along lines of standardising physical and chemical properties of metals and limits of tolerance in finish and fit of parts. The development of a standard method of determining factor of safety and standard factors for the principal components of a chassis would form an excellent basis for comparison of chassis from the standpoint of reliability as well

(Continued on Page 9)

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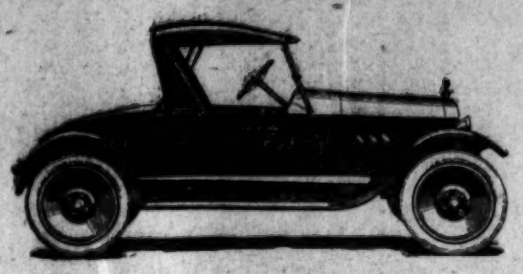

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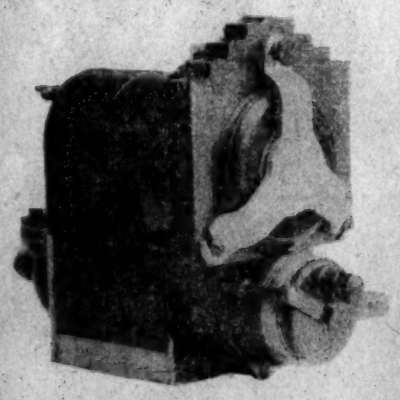

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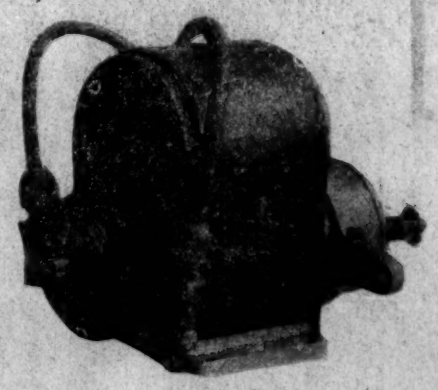

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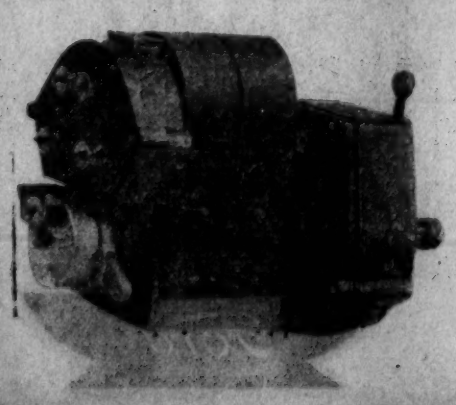

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How Strong Is A Motor Car?

(Continued from Page 8)

as a guide to designers of new chassis.

There is no standard method of determining such a factor of safety. Primarily there is lack of uniformity in methods of determining the loads. In some cases static loads alone are considered; in other, the magnitude of different forces are estimated and that of greatest magnitude taken as the probable maximum. Others consider all stresses which may take place simultaneously and add them together.

DIFFERENT METHODS

Again there is great disparity between methods of determining the strength of materials. Some concern themselves only with ultimate strength, under compression or tension, as the case may be. This is hardly safe, however, either in buildings or other stationary structures or in vehicles, for before a piece has actually fractured, it will have passed its elastic limit; that is the point at which it will recover from deflection of any kind under load. When a piece is stressed beyond its ability to recover its original shape, it has exceeded its elastic limit and beside taking a permanent set or distorsion which renders it unfit for further use, the fibres of the material have been so strained that the piece has practically lost its endurance, even though no actual fracture has taken place.

Not so many years ago manufacturers could not agree upon the meaning of "horsepower." Today a formula is in universal use regarding which there is complete agreement, namely, that it is wrong, but everyone is fairly well satisfied with it, since it is as nearly fair to everyone as such a thing could be. Buyers are no longer greatly interested in horsepower. They are thinking—where they consider the chassis at all—in terms of road ability and reliability.

LARGE BEARINGS

They know that large bearing surfaces, accessibility, robustness, simplicity and lightness consistent with the above are desirable qualities. The argument that staunch, simple mechanism, easily gotten at, costs less to maintain than more complex agglomerations of parts is attractive; but nowhere is there a generally understood term by which one may speak concretely and specifically of the strength of a component part of a car. Keen competition, which will soon return in the passenger car field and is very much alive in the realm of trucks, cannot be met with generalities. There is every indication, both logical and actual, that strength will be more and more an object of inquiry by prospective buyers.

The factor of safety is the logical yard-stick by which the strength of all chassis, great and small may be measured. As at present misunderstood by so large a majority of buyers, salesmen and ad-writers, the term is apt to fall into speedy disrepute, which would be unfortunate, since it has no satisfactory substitute. The day of buying specifications, freak lines, body appointments and even performance as chief considerations is waning. It is not only reasonable and proper, but inevitable that buyers should soon learn to demand safety and reliability before all else. They must and will demand reserve strength as they now require reserve power.

INSURANCE RISK

Even the insurance companies—notoriously conservative and reserved in taking new steps—have recognised the importance of factors in relation to the risk of accident due to mechanical failure and are now engaged upon an exhaustive study of motor vehicles of all makes and types with a view to rating them on their safety, lowest accident and collision premiums to be charged those cars deserving the highest rating.

Every sound banking institution possesses a factor of safety in the form of a surplus or reserve, upon which to draw in emergencies and the State and National banking authorities rate State and National Banks according to their financial factors of safety. It was a financial factor of safety in the form of the Federal Reserve System which made it possible for the nation to withstand the tremendous temporary fiscal overload of the war without a breakdown. Trial and failure, guesswork and individualism will not do in financial factors of safety. They are standardised. So should automotive factors of safety be both defined and provided with a standard by which they may be gaged in case of necessity, which is constantly arising.

Milton Wins Uniontown Auto Classic

TOMMY MILTON

Tommy Milton, one of America's premier auto-racing drivers, photographed after winning the 225-mile classic at Uniontown, Pa. Milton drove his Duesenberg at an average speed of 94.6 miles an hour.

TIRE PRODUCTION TO SLOW DOWN

Continued Congestion Of Freights On Railroads Felt By Big Akron Concerns

Akron's huge rubber companies are still facing a difficult problem in finding transportation facilities to get their tire output into the hands of dealers and thence to the consumer, says an expert tire man, who is in correspondence with a reliable Akron informant. Railroads are not handling many cars that do not go to make up a full through train for some big city and the automobile truck is coming in for a lion's share of work as a result.

Until the middle of May the companies succeeded fairly well in keeping their output moving. But when one considers that over 60,000 tires are being turned out daily, or 360,000 a week, the accumulation when shipping stops becomes enormous in a few days.

The companies when the railroad strike first broke, gave all attention to getting in supplies. So well did the traffic departments of the different plants do their work that there appears to be a plentiful supply of all raw materials for the time being.

The present condition has resulted in a slowing up of production to a certain extent. Goodyear is working its huge plants only five days a week. Other large factories are closing down departments for short periods so that traffic departments can keep pace with production.

No men are being hired by rubber companies at the present time and no wage inducements for workers are being held out. The whole plan seems to be to keep the present forces working without any extended layoffs.

Labor, as a consequence, has become easily accessible to employers in lines of work other than industrial. And these other lines are rather limited as many building trades unions are out on strike for higher pay, thus tieing up building oporations and removing the need of laborers and other unskilled help.

Want United States In International Road Congresses

That the United States should accept the invitation of foreign countries to join the Permanent International Association of Road Congresses, was the recommendation of the executive committee of the American Association of State Highway Officials to the secretary of agriculture. Secretary Meredith concurred in the action of the highway officials and told them he would recommend to the state department, through whom the invitation came, that congress be asked to authorise acceptance. The highway officials also recommended that the international association be invited to the United States for its next meeting.

In advising the Secretary of the action of the State highway officials, Thomas H. MacDonald, chief of the Bureau of Public Roads, who is a member of the executive committee, said that the United States is the only civilised nation not now a member of the international association. He saw many advantages in the United States becoming a member.

Balata Cultivation Gains Attention

Rubber cultivation is so big and so successful that it is today a common-place achievement, comments the India Rubber World. This in spite of the fact that it was deemed a "pipe dream" by trade leaders during its beginnings. The needs of the world brought it about just as the need for plastics, gutta percha, balata and chicle will in turn bring about plantations that produce these gums.

Of course the problem is a more difficult one. The Sapotaceae are slow growing trees and the product is not large. Nor do any of them show the "wound response" that proved such a boon for the Hevea planter. Nevertheless, one should not forget the large gutta percha plantations in Java instituted by the farsighted Dutch.

It is also gratifying to notes that balata is being grown in the Dutch East Indies in a small way to be sure, but it is a beginning. The British government is also doing its bit in using the "bully tree" in reforesting in the West Indies and in its African possessions.

The Mimusops balata, while it does not produce a gutta equal to that from the Palaquium, has an advantage in that the wood is of great value for building purpose.

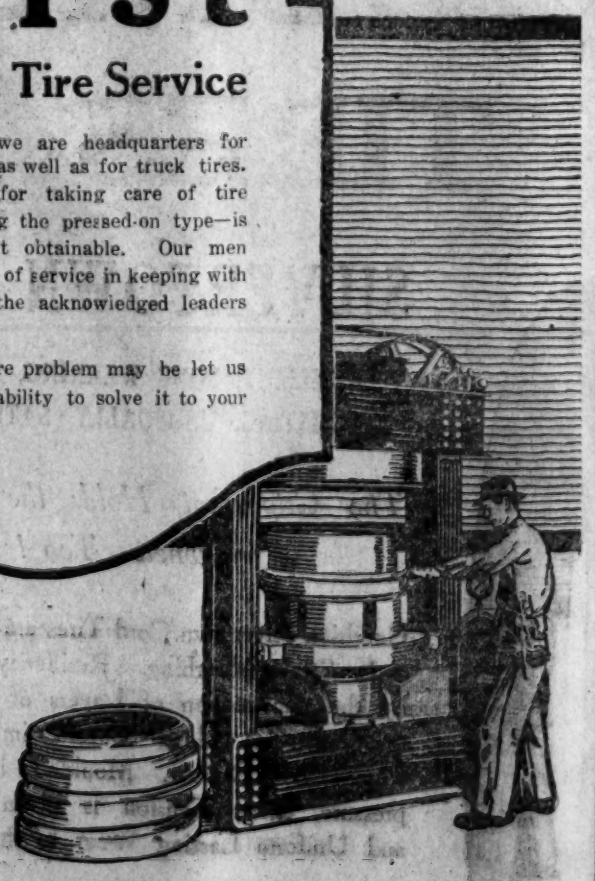
Now if chicle could have its turn and become a plantation product the Sapotads would receiving at least a fair chance.

First

In Truck Tire Service

Remember that we are headquarters for truck tire service as well as for truck tires. Our equipment for taking care of tire changes—including the pressed-on type—is the most efficient obtainable. Our men deliver a standard of service in keeping with Firestone Tires, the acknowledged leaders of the world.

Whatever your tire problem may be let us demonstrate our ability to solve it to your satisfaction.



Most Miles *per* Dollar

The Central Garage Co.

2a JINKEE ROAD SHANGHAI.

Firestone

A SOLID WALL OF GOODWILL

You will hear that having only one car to build, Dodge Brothers have been able to build it better and better.

Those who own and drive Dodge Brothers' cars confirm this.

You will hear that with thousands of cars in use, Dodge Brothers' dealers have practically no use for repair parts.

This is true. Accidents are the chief source of demand for Dodge Brothers' repair parts.

LOW PETROL CONSUMPTION
HIGH TYRE MILEAGE

For further information, apply to

THE AGENTS

The Shanghai Garage Co., Ltd.

THE STAR GARAGE THE EASTERN GARAGE

Main Showroom

The Star Garage, 125 Bubbling Well Road

CENSUS INDICATES TIRE TOWN GROWTH

Akron Claims To Be Fastest Growing And Most Remarkable City In U. S.

Akron, Ohio, July 15.—Residents of Akron, the rubber capital of the world, feel pretty chesty these days. They are gloating over the fact that the Census Bureau of the Department of Labor has indisputably proved what they have been vociferously claiming—that Akron is the fastest growing, most remarkable city in America.

Ten years ago Akron had 69,067 inhabitants. According to the Census Bureau report, it now has 208,435, an increase of 201.8 percent. This gain is considerably more than that shown by any other city of 50,000 or more, and consequently Akron people consider themselves justified in swelling up a bit with civic pride.

CREDIT GIVEN RUBBER

Akron attributes all the credit for its present prominence to the rubber industry. If it had not been for the "rubber mills" Akron would not be much more today than it was twenty years ago—a busy little city, but with no particular mark of distinction.

The mushroom growth of Akron started about twelve years ago, just about the time the rubber industry passed out of the chrysalis stage and began to show certain signs of becoming what it is today—one of the foremost industries in the country. All that Akron has become since then it owes to rubber.

GOODRICH PIONEER

The first rubber factory in Akron was founded in 1870, just fifty year ago, by Dr. B. F. Goodrich started the manufacture of rubber products with a force of thirty-five employes in a building 40 by 100 feet. From that humble start, B. F. Goodrich Rubber Company grew until today it has 18,000 employes and has sixty-two buildings, with countless acres of floor space.

The rubber industry received its first pronounced impetus when the bicycle was invented and rubber tires were needed. The tremendous growth of the industry did not come, however, until automobiles were invented. Factories were expanded and thousands of new workers added to meet the demand for auto tires. The demand has never been full met, and today the rubber companies are growing as fast or faster than they ever grew before.

Honolulu Featured In Last Issue Of 'Moon Crescent'

Honolulu is given prominent mention in the current issue of "The Moon Crescent" a magazine published by the Moon Motor Company of St. Louis.

A recent mail from the mainland brought a number of copies of the magazine to Shanghai.

The cover of the booklet is of an attractive blue with an insert picture of a super-luxurious salesroom, while the body of the magazine is filled with articles and illustrations concerning the activities of the Moon car and are also of general interest to the average automobile owner.

One of the leading articles is that regarding the arrival of the first Moon car in Honolulu.

The "chef d' oeuvre" of the current issue is a picture of a car on the sands of Long Beach, California, surrounded by and surmounted by a bevy of Mack Sennett's finest decorated with the latest single-piece bathing suits.

Hints For Owners

Gasoline is frequently used to wash the magneto of dirt or dust. Quite frequently, too, the contact-breaker and the region thereabout are given a good dousing. The need for caution is because gasoline of today does not evaporate as readily as it did when the refiners supplied the higher test fuel, and in consequence the surface of the washed magneto retains gasoline longer than at first is suspected. Should the engine be turned over directly after cleaning the magneto, a spark from the contact-breaker may set fire to the gasoline which covers the magneto.

If the wires to spark plugs have been removed, there is an additional possibility of a fire should any action cause the magneto's armature to be rotated since a spark would pass across the spark-gap and light the liquid.

There is no danger of all this occurring if the magneto is wiped dry, gasoline used sparingly and the magneto or car not put in immediate operation. Just common horse sense saves a lot of trouble.

One point that can not be sufficiently emphasised is the warning that only those who are thoroughly conversant with magnetos should attempt to dismantle them. So much depends upon an ignition system that when it requires cleaning or adjusting, it is best to place it in the hands of real experts, rather than take the responsibility yourself. This, of course, applies to complete disassembling important internal adjustments not covered in the regular instruction books.

Mostly all cars are equipped with a starting and lighting system whether magneto is used for ignition or not. Whenever an engine is to be washed down with kerosene or gasoline it is better and more safe to disconnect the battery and thereby avoid the possibility of spark from a short circuit.

VETERAN HUDSON HILL CLIMBER STILL IN ACTION

Machine That Made Record At Spokane Goes Into Private Service

After winning the Spokesman-Review hill-climbing contest, aiding in carrying the war message for the army and navy departments from coast to coast in September, 1916, covering more than 20,000 miles as a demonstrator for the John Doran company, of Spokane, and then being used by Judge J. F. Ailshie for some thousands of miles, Hudson Super-Six H-20 has been retired.

It has been purchased by Clark Veatch, Hudson dealer at Coeur d'Alene, for his private use, Judge Ailshie having reluctantly traded it in on a new Hudson. It will be refinished by Mr. Veatch in a way befitting its record and standing as one of the pioneer cars of the northwest.

"Apparently H-20 is still as powerful as when it left the factory five years ago," writes John Doran, "and our representative states that he has set a price of $1,400 on it or only $125 less than the factory list when it was new."

Gasoline Quality Is Reported Better

Motorists who bought gasoline this year received a fuel that was nearly equal in quality to that which they bought last year, according to a report of the Bureau of Mines on eighty-one samples. These samples were collected in such a way that they represent the commercial output being marketed in various sections of the country.

"The Bureau of Mines, after studying these samples, concludes that, on the whole, there has been little change in the nature of motor fuel marketed throughout the country in the period from April, 1919, to January, 1920," the report states.

A similar survey was made in April of last year, and the one just finished shows there has not been so much change in the last nine months as might have been expected when the great changes that occurred in the past years are taken into consideration.

FIAT IS SHOWN AS REMARKABLE HILL CLIMBER

Freak Gradient Contest Is Used To Demonstrate Light Car

A remarkable example of hill climbing ability has been furnished by the new 10-15 h.p. Fiat light car, known as Model 501. A motor cycle hill climb having been organised over the Rampe de la Donzelle, near Geneva, Switzerland, the owner of one of these little Fiats decided to give a demonstration of its ability to tackle even freak hills with a gradient considerably in excess of the maximum the car is guaranteed to climb on first gear.

The Rampe de la Donzelle, which is 340 yards in length, begins with a gradient of 28 percent, or 1 in 3 4/7, and increases near the top to 31 percent, or 1 in 3 1/4, this being the steepest macadamised road in Europe. Although the little Fiat has a four cylinder engine of only 65 by 110 mm. bore and stroke, and carried its full load, it made the climb on two occasions without any hesitation and without any signs of overheating. This climb was not of a competitive nature, for the piston displacement of the car made it ineligible for the speed test, but was undertaken at that time in order to profit by the official control over a hill with an officially certified gardient. It proved that even with such a small car the motorist need have no fear of tackling any hill he may meet when touring at home or abroad.

Southern Roads Under Hard Test

Second Motor Transport Convoy Across Country Over Highway

Southern and Southwestern states will have their opportunity to shrink or bow, as the case may be, when the report on road conditions is turned in by the 1920 transcontinental convoy of the Motor Transport Corps. Last year the truck train traveled from Washington to San Francisco by way of Chicago and the northwest, over the Lincoln Highway.

This year's tour, which started from Washington June 14, is over the Bankhead National highway, traversing such states as the Virginia, Carolina, Georgia Alabama, Mississippi, Arkansas Texas, Arizona and California terminating in Los Angeles in September. The convoy have been fairly good, but the long hard grind is proving to be a severe test for the motor equipment nevertheless.

Much of the monotony of the long journey overland is being relieved by cordial public receptions in the cities and towns along the route. Dodge Brothers dealers especially have been active in this respect, taking the initiative in enthusiastic demonstrations of welcome in which women of the towns play their part by providing refreshments for the travelers. In several instances large fleets of Dodge Brothers cars have gone far out beyond the limits of their cities to meet the train and escort it triumphantly to the scene of elaborately arranged festivities.

The particular interest shown in the event by Dodge Brothers motor car owners is explained by their pride over the car's remarkable war record, coupled with the fact that several Dodge Brothers cars were again chosen as official units of the train. Last year a fleet of these cars piloted the trucks across the country with a record of unfaltering performance and low upkeep cost that was fully up to the military standard that more than 14,000 of the same cars had established for themselves in the army. It is significant that Dodge Brothers motor car was chosen by the government as the official army car of its class and was also included in the second transcontinental convoy as the only light car officially participating. This selection includes both the passenger car, for officers, and the business car, for officers' luggage.

Startling Figures On Motor Industry In United States

Even members of the Motor Club are confessing their surprise at some features of the amazing automobile industry that have been revealed to them in a digest by C. H. Larson of an investigation recently made by J. George Frederick. Mr. Larson, who is a former president of the Motor Club, points out that:

1. The American automobile business is the largest manufacturing business of finished goods in the world.
2. The motor trade uses 50 percent of the 100,000,000 feet of plate glass made each year.
3. Only 10 percent of the automobiles in the United States are trucks; yet
4. Trucks are responsible for 15 percent of the entire haulage of the country (360,000,000 tons by truck per year, as against 2,400,000,000 by railroad).
5. Motor car owning per capita is twenty times as great in America as in England and thirty times as great as in France.
6. There is practically one automobile to every family in Iowa.
7. Without the advent of the motor truck horses would cost at least twice as much as they do today.
8. There is one automobile organisation that is larger than the United States Steel Corporation.
9. In dollars the motor accessory business is larger than the automobile manufacturing business itself, tire production alone amounting to more than half the latter.

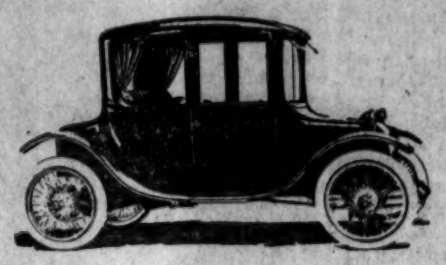
SAVE GASOLINE

The rising price of gasoline is gradually making the automobile owner think seriously of the situation. Oil dealers say the supply is dwindling and are beginning a campaign of education so that no gas may be wasted. Two points are most important.

First, keep your carburetor perfectly adjusted so that every bit of fuel is used up. Second, do not run the engine while the machine is standing.

Such slight attentions are a saving to the motorist.

Milburn
LIGHT ELECTRIC



Do You Ever See a Milburn In a Classified Ad?

No!

And why?

Because Milburn owners keep their cars.

For one thing the manufacturers are not experimenting on new models every year. A Milburn model of five years ago is still in style.

For another thing the material that goes into a Milburn lasts for years and the owner does not have a dilapidated vehicle on his hands after eighteen months.

The man who owns a Milburn does not have to write off 75% of his investment after a year and a half.

Andersen, Meyer & Co., Ltd.
4 Yuen Ming Yuen Road
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M 25

Columbia
Dry Batteries
Just press the button—

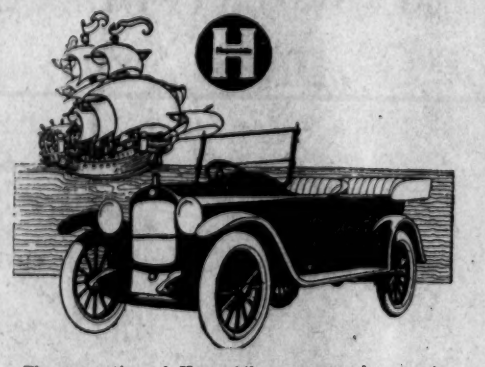
and the little Columbia tucked away somewhere in the corner will do the rest; and you won't get a weak intermittent buzz—but a full steady ring that calls for instant attention.

Everywhere Columbia Dry Batteries are furnishing the power that rings door bells—operates buzzers—makes telephones talk. On land or sea—in the home, on the farm, in the factory, Columbias are steadily carrying out the tasks that only they can perform.

Ask your dealer today for the genuine Columbia Dry Battery

DEALERS—Immediate deliveries can be made. Write for catalogue and details.

Andersen, Meyer & Co., Ltd.
P. O. Box 752
SHANGHAI



The proportion of Hupmobile owners who remain faithful to the car, year after year, is really remarkable. Such owner-loyalty, of course, implies a car of extraordinary qualifications—which is exactly what the Hupmobile is, and always has been.

BRIEF SPECIFICATIONS

Body Types—Five-seater touring car, two-seater roadster.
Wheelbase—112 inches, (2.84 m).
Cylinders—Four, cast en-bloc, removable head 3¼" bore x 5½" stroke, 83 x 140 mm.
Starting and Lighting—Electric — two unit system.
Ignition—High tension magneto.
Carburettor—Adjustable.
Fuel System — Vacuum feed.
Lubrication—Pressure system with pump.
Clutch—Dry disc type—7 plates.
Tyres—815 x 105 mm. clincher or 32" x 4" straight side. Demountable rims.
Wheels — Wooden (Artillery type).
Color—Blue or gray body.

The Shanghai Garage Co., Ltd.
125 Bubbling Well Road

Owning & Operating
Eastern Garage
4 Soochow Road, Shanghai.

Owning & Operating
Star Garage
125 Bubbling Well Rd., Shanghai.

Hupmobile

GOODRICH
TIRES

SILVERTOWN CORD

RESILIENT, LONG WEARING, PUNCTURE-RESISTING, UNUSUALLY SATISFACTORY.

The Grip that Holds the Tire Holds Owners Too!!

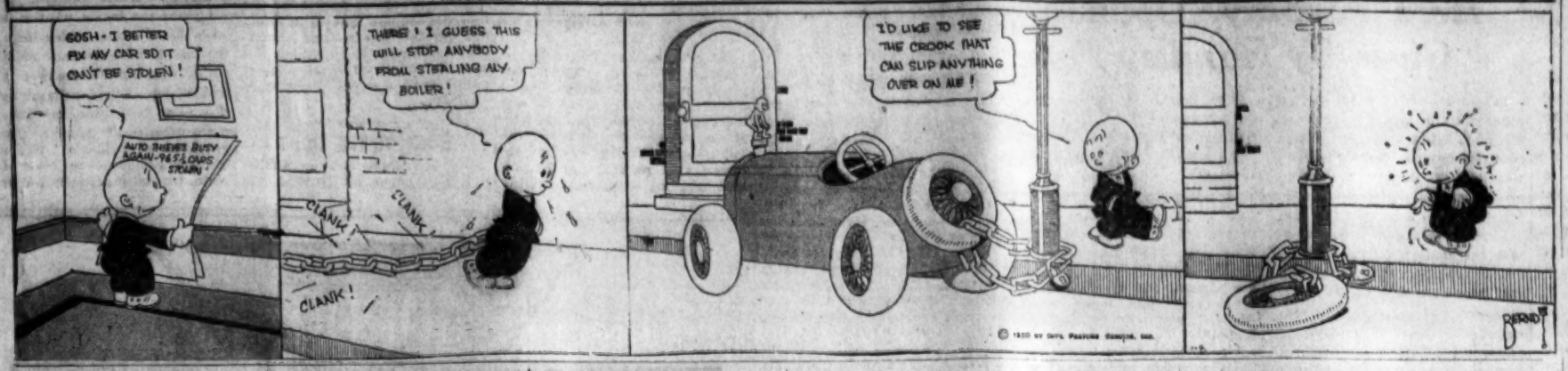
Goodrich Silvertown Cord Tires are Comfort-Giving and Strain-Absorbing. Resiliency is produced by the construction of Layers of Cord made of the best Sea Island Cotton impregnated with Pure Live Rubber. Moulded by internal air pressure, Even Tension is given to each part and Uniform Lasting Wear to the entire carcass.

You are assured of marked tire economy if you use Silvertown Cords.

FURUKAWA & CO., LTD.
TIRE DEPARTMENT
J B Jinkee Road Tel. Central 4932

Best in the Long Run

BOOBY HATCH — He Had The Right Idea — By Berndt


GOSH - I BETTER FIX MY CAR SO IT CAN'T BE STOLEN!
AUTO THIEVES BUSY AGAIN - 945 CARS STOLEN
THERE! I GUESS THIS WILL STOP ANYBODY FROM STEALING MY BOILER!
CLANK!
CLANK!
CLANK!
I'D LIKE TO SEE THE CROOK THAT CAN SLIP ANYTHING OVER ON ME!
BERNDT

MAKES FAST TIME ACROSS COUNTRY

Big Truck With Pneumatic Tires Crosses In 13 Days, Breaking Record

The world's record for a coast-to-coast trip by motor truck was established, when a three ton truck equipped with pneumatic tires arrived in New York from Los Angeles, Cal., having made the entire distance of 3,451 miles in 13 days, 13 hours and 15 minutes.

This remarkable trip demonstrates the long distance hauling possibilities of motor trucks equipped with pneumatic tires. The previous record made in 1918 for a coast-to-coast trip stood at 17 days and 3 hours. The entire trip was made on one set of pneumatic tires without change.

One of the most interesting things about the record is the fact that it was made by a truck which was not especially constructed for the test. This truck already had rolled up a mileage of over 120,000 miles. It was originally planned to make the trip from Los Angeles to Akron, Ohio, but when the truck reached Akron, it had made such good time that it was decided to send it on to New York for a coast-to-coast record.

Even with the low time made, smooth running was not experienced all the way. At Seligman, Ariz., nearly four hours were lost while a tunnel was made about 30 feet long and 1 foot deep in hard pan to enable the truck to go under the Santa Fe railway. This was necessary on account of the extreme height of the body, which made it impossible to go under the tracks without digging a trench for the tires to run in.

Outside of Albupuerque, N. M., high water of the Rio Grande necessitated considerable detouring, culminating in the breaking of a bridge over an irrigation ditch, which made it necessary to use 32 hours of time to travel 34 miles.

In New Mexico almost impassable roads were encountered near Wagon Mound, where tourists advised the truck drivers not to attempt to get through. This condition of roads was brought about by continuous rain, which made a very muddy and slippery driving surface.

The truck was equipped with 44x10 pneumatic tires on the rear and 38x7 pneumatic tires in front. An extra set of tires both front and rear were carried, but were not needed. Other equipment included 150 gallons of gasoline, 30 gallons of oil, log chains, planks, axes, shovels, etc.

The truck left Los Angeles, Cal., on June 7 at 10 a.m. Its route was as follows: Needles, Cal., June 8, 5 a.m.; Kingman, Ariz., June 8, 1 p.m.; Seligman, Ariz., June 9, 8 a.m.; Albuquerque, N. M., June 12, 7 p.m.; Trinidad, Colo., June 14, 7.30 a.m.; Dodge City, Kan., June 15, 3 a.m.; Kansas City, Mo., June 15, 11 p.m.; St. Louis, Mo., June 17, 8 a.m.; Springfield, Ill., June 17, 6 p.m.; Indianapolis, Ind., June 18, 8 a.m.; Springfield, Ohio, June 18, 5 p.m.; Akron, Ohio, June 19, 8.30 a.m.; Pittsburg, Pa., June 19, 5 p.m.; Chambersburg, Pa., June 20, 8.30 a.m.; Harrisburg, Pa., June 20, 12 noon; Reading, Newark, New York, June 20, 11.15 p.m.

FILIPINO LAWS ARE SETBACK TO GROWTH

It has been an open secret that for some months past American capitalists have been striving to reach some agreement whereby acreage of jungle land could be secured to plant rubber on a scale comparable with Far Eastern enterprises, says the India Rubber World.

The rubber offer was to plant 100,000 acres in Mindanae, and incidentally to establish a factory in Manila. At the same time another group wished to acquire sufficient wild land to install a vast camphor plantation. These two offers were result of Filipno propaganda asking for American capital, and the assurance from prominent officials that every facility would be offered to investors.

The stumbling blocks were the existing law that no company can acquire more than 2,500 acres and the law against the importation of Chinese on other plantation laborers. These laws the Filipinos refused to amend. The offers have been therefore withdrawn, and the Philippines lose their chance probably for all time.

One would like to comment severely on the crass folly of such a course. The Filipinos clamor for capital and make investment impossible; they agitate for independence and show absolute incapacity for self government. They are ready for neither.

MOTOR TOURING MAPS

Among the new maps recently issued by the American automobile Association for the benefit of tourists is one of New York State, in six colors. The map shows the State road in red, and other colors are used to designate various trunk routes throughout the State, which have been signposted. Another map is that of lower New England, comprising Connecticut, Rhode Island and Massachusetts. The northern part is covered in detail by a map of Vermont and New Hampshire and there is a separate map of Maine.

For New Jersey touring there is a new map in four colors, differentiating between hard surface, gravel and unimproved dirt roads.

Road Engineers Scarce

If all the graduates of the civil engineering schools of the country should enter the field of highway and highway transport engineering, the need for trained men would scarcely be met. Motor trucks hauled in 1919 a billion tons of freight and the railroads hauled two and a half billion tons. The enormous growth of motor transportation has created problems beyond our scientific knowledge and the universities must assume the burden of research which the new conditions demand.

These were among the views expressed at the conference on Highway and Highway Transportation Engineering held in Washington recently, at the call of the United States Commissioner of Education. Seventy delegates were present, representing the automotive and tire industries, transportation organisations, the State Highway Departments, the Bureau of Public Roads, the War Department and colleges of engineering. The sentiment of the conference was expressed in a series of resolutions, which included:

AMPLE FUNDS AT HAND

Approximately $800,000,000 is available for highway construction, and an annual supply of 900 college-trained engineers is required. Probably not more than 1,100 will graduate three years from now, and only about 300 of them may be expected to take up this branch of the profession.

Colleges are urged to direct the attention of students to the need of engineers in order to increase the supply.

Federal and State commissions are advised to increase salaries in order to maiutain their respective organisations

SCHOOLS TO CO-OPERATE

Co-operation between the colleges and the highway organisations is recommended by which students may procure work on the highways during their vacations; better facilities may be provided in the colleges for further study of highway engineers, either in residence or by extension methods; a central body may be organised to inform the college officers of openings in highway work for engineering graduates; and short courses may be offered by the colleges for county road officials.

The course of instruction for the highway engineers should embrace English, economics, science and business relations, in addition to thorough and severe training in the technique of engineering.

Full provision should be made in the higher institutions for research.

Highway transportation requires every year 4,000 truck fleet managers, business administrators, and transport engineers; 1,000 automotive engineers; 250,000 shop foremen, mechanics, inspectors, and truck operators.

NEW COURSES NEEDED

Universities and colleges generally should offer courses in highway transport, and at least 10 universities should offer short period advanced courses in highway transport and four-year courses in highway transport engineering.

The principles of highway and highway transport, as well as the rules of the road, should be taught in elementary and high schools.

Vocational guidance should be given in all public schools and the attention of capable pupils should be especially directed to highway work.

The research work of colleges and universities should be directed by a central authority with power to call upon other agencies and organisations for assistance.

The National Government should appropriate funds for research in highway engineering and highway transportation, and each State should set aside for research a portion of the funds appropriated for highways.

A permanent committee should be appointed by the Commissioner of Education to consider this problem. That committee should represent the Bureau of Education, the Bureau of Public Roads, the War Department, the State industries, the tire and rubber industries and the higher educational institutions.

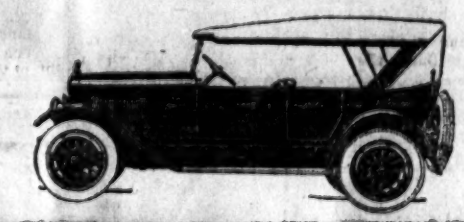
KING — EIGHT CYLINDER AUTOMOBILES

This year's Touring Car offers many refinements which should make even more popular this widely favored family automobile.

Simplicity and ease of operation make it the ideal car to drive, and its extreme economy of fuel, oil and tires, is only another proof of high engine efficiency.

ARKELL & DOUGLAS, Inc.
38 Canton Road, Shanghai

KING MOTOR CAR COMPANY
Export Department, 152-154 West 72nd Street, NEW YORK, U.S.A.



Free your Car of Carbon the Easy Way through the Exhaust

Carbon Deposits can be removed easily and safely by using Johnson's Carbon Remover. No need to lay up your motor car when you follow this satisfactory method. After one application your car will run as it did the first 500 miles, and you will secure maximum power and speed from the minimum amount of fuel.

JOHNSON'S CARBON REMOVER

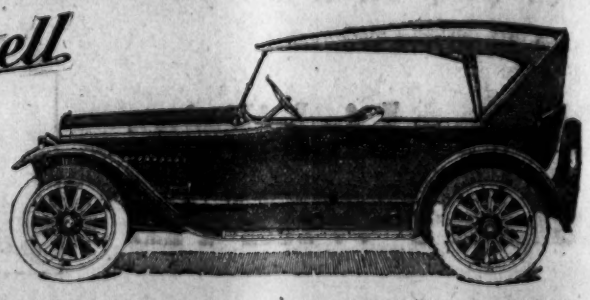
is a harmless liquid to be poured or squirted into the cylinders. Contains no acids and does not affect lubrication or interfere with the oil in the crank case. It is widely used.

Johnson's Carbon Remover cures 80% of engine troubles. It increases power, improves acceleration, quiets your motor, saves your batteries, lessens your repair bills and reduces your consumption of petrol and oil.

No mechanical experience is necessary to use Johnson's Carbon Remover. You, yourself, can obtain satisfactory results in five minutes. See your dealer today. Get a tin of Johnson's Carbon Remover and learn for yourself just how easy the Easy Way is.

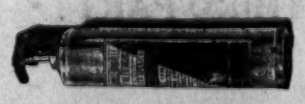
S. C. Johnson & Son
Racine, Wisconsin, U. S. A.

Introducing the New
Mitchell
SIXES
1920 MODELS in stock



This beautiful 5-passenger Model has a 120-inch wheel-base. In all the New Models nearly 100 costly improvements are embodied.

JORDAN CARS IN STOCK

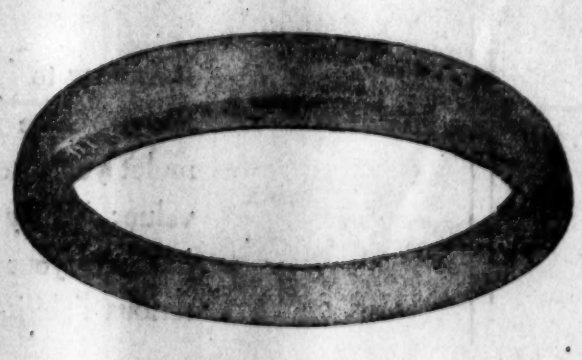


JOHNS-MANVILLE FIRE EXTINGUISHERS
Effective against Gasoline and Oil Fires
Also fillers in stock.

VIKING TIRES
are good tires at a good price. Guaranteed 5,000 MILES

GOODYEAR TIRES
Red Spot Searchlights. Ford Spare Parts.
Indian Motor Cycles, 1 & 2 cyl. models in stock

THE FEI LUNG COMPANY
OPERATING
THE FEI LUNG GARAGE — SHANGHAI AUTOMOBILE Co.
Hire Service, 153-4 Hupeh Road. Tel. C. 4133. Show Rooms & Shops, F. 1787 Bubbling Well. Tel. W. 933.



JUST

as a personal reminiscence will stand out from a mass of hazy recollections of things read, so will experience influence opinion to an infinitely greater extent than a mass of argument, however convincing.

Apply *the test of personal experience* to Dunlop Solid Rubber Tyres and prove their value on the road.

DUNLOP
RUBBER COMPANY, LIMITED
Founders throughout the world of the Pneumatic Tyre Industry
20 Kiukiang Road
Phone 2248 — Cables: "Pneumatic"

GIVE TIRE VALVE SOME ATTENTION

Motorists Often Overlook This Important Part Of Their Tire Equipment

One part of an automobile tire which comes in for too little attention is the valve. Treated properly this inexpensive but highly important part of a tire mechanism will function satisfactorily thoroughout the life of the tire, but when mistreated it often causes annoyance.

When a valve begins to give trouble it may be assumed in nearly every case as a practical certainty that dirt has worked into the valve and is the main cause for improper functioning. This being the case the principal attention a motorist need give the valve is simply to see that all dust and dirt are excluded from the interior of the valve.

There is a rather common belief that the valve cap is an unessential thing and that it makes little difference whether a cap is used or not. But this idea is entirely erroneous, and motorists who do not use the valve cap are in danger of valve trouble. When the cap is not used there is a strong likelihood that dirt will work down into the valve and ultimately produce a valve leak. While a tire remains inflated this dirt in some cases may do no harm, but when a new inflation is made the air drives the dirt down into the valve and makes an airtight connection impossible.

PREVENTS LEAKS

In addition to keeping out dirt the valve cap serves another useful purpose in that, if the valve should begin to leak the cap makes an airtight connection able to withstand a pressure up to 500 pounds. If a cap is screwed on well a breakdown of the valve implies need cause the driver no inconvenience, as the cap will prevent the tire from deflating. The one sure way to avoid valve leakage is to use the cap.

All of the large tire companies use the same make of valve, so that the advice given here may be followed by practically all tire users. Valve caps on bicycles, motorcycles, automobiles and trucks are all of one size, so if one is lost it may easily be replaced.

A common abuse of the tire valve occurs when removing the valve plunger. The user usually drops it in the dirt until he is ready to put it back in place. If during careless handling dirt lodges on the red rubber washer, an uneven seating will result and a leak will follow. If dirt has worked its way into the plunger, throw away the plunger and put in a new one.

The valve plunger should be screwed in as far as it will go. There is no danger of breaking the plunger if the pressure is only exerted through the use of the cap as a screwdriver.

TIGHTEN NUT

Sometimes there may be a leak around the base of the valve stem. In that case the hexagonal nut should always be screwed down tight against the washer at the base, as this makes a satisfactory seal around the opening through which the valve stem enters the tube.

The rim nut must always be screwed tight, so that it closes the hole in the rim. If this is not done, dirt will work in between the tire and tube and cause the tube to wear out.

An inexpensive valve tool which has a variety of uses might well form a part of every car's equipment. This tool can be used for tapping the inside of the valve stem, for rethreading the outside cap thread of the valve stem and for reaming the top of the valve stem. It is at the same time a screwdriver tool for putting in or taking out plungers, and a deflating cap which, when screwd on the cap, will permit the deflation of the tire without the removal of the valve plunger.

Super-Six Sets Up New Record For Speed Of Motor Car

Small Cylinder Capacity Is Shown To Be Efficient By Tests In U. S.

A mile in 35.11 seconds is the latest achievement of the Super-Six! This is a new mark for a stock chassis over a straightaway course. The Super-Six has again covered itself with glory in a big way before the whole world.

Owners of Hudson cars may take justifiable pride in this further proof of the prowess of the Super-Six.

Each new test of the Super-Six tends to confirm the fact that the patented compensated motor involves a new principle that is far-reaching and revolutionary.

The wonderful trials on the Sheepshead Bay Speedway at New York and on Daytona's ocean sands prove that the Hudson Super-Six is all and more than the Company claims for it.

These New York and Floria trials of the Hudson Super-Six indicate that it is unnecessary to have a car of large cylinder capacity with excessive fuel consumption to obtain a maximum of power and speed.

The cylinder capacity of the Super-Six is only 288.6 cubic inches and its fuel consumption is less than the majority of cars possessing no more than one-half its power, but which have a cylinder capacity ranging up to 300 cubic inches.

The Super-Six has the reserve power so much needed for driving in congested city zones as well as for touring over rough roads and pulling up every steep grade it encounters.

HELPFUL HINTS

Remember that the setting of the spark plug points is an important factor usually overlooked by the amateur, with the result that other parts of the electrical system are blamed when they are not at fault. Do not guess at the space, but form the habit of using a gauge.

Continual misfiring in one cylinder is usually traced to poor compression or to a bad spark plug, which should be remedied immediately.

Platinum points should be examined at regular intervals to see that they are clean and free from oil. If you see too much oil in the distributer it will find its way to the points and cause occasional weak spark, or misfiring.

Make a regular inspection of the wiring for loose connections and see that the insulation is not worn at any place. If so then tape the worn part or replace with new wire.

Commercial Aviation Is Here To Stay, Opinion Given By Handley Page

In the course of a discussion relating to the recent assertion of Mr. Holt Thomas in the Times that Germany is forging ahead with aircraft designs at the expense of Great Britain, Mr. Handley Page expressed the firm conviction that commercial aviation has come to stay, and that the development of civil aviation will inevitably lead to the development of design. He also emphasised the necessity of State assistance in encouragement of civil aviation, pointing out that no matter how small the aid, it would render possible great improvements. Speed is the very essence of all commerce and his view is that the Government should devise and adopt some scheme in order to assure the supremacy of the air permanently to this country. Such a policy would also result in the foundation of aviation for defensive purposes.

PROGRESS IN INDIA

The Committee of the Bengal Chamber of Commerce have urged the Indian Government to get into immediate order the Dum-Dum site for the permanent aerodrome which has been definitely decided upon. Other aerodromes are in contemplation at the main centers on the Calcutta to Bombay, Delhi to Karachi, Karachi to Bombay and Calcutta to Rangoon Air Routes. The Committee are urging upon the Air Board the value of the aeroplane for commercial purposes and have asked that the Government of India should facilitate civil aviation not only by the provision of proper landing grounds but by reducing, as much as possible, the cost of private enterprise in connection with experimental and demonstration services. It is also suggested that aeroplanes and accessories should be admitted free of Customs duties and the Committee have pointed out the anomalous state of affairs which admits aeroplanes flying into India without charging duty whilst importation of planes and parts is dutiable.

1,000 FLY IN BOMBAY

The H.P.9, having given joyrides to a thousand Bombay citizens has proceeded to Karachi for further successful demonstrations. By the time the H.P.9 returns to Calcutta, it will have covered more of India than the average inhabitant of India sees in a lifetime.

SAFETY IN AIR

The record of civil aviation for a period of nine months is distinctly interesting. The Handley Page Continental Services have covered 107,417 miles without a single case of accident involving death or injury to passengers. The Aircraft Travel and Transport Service has flown about 149,275 miles with but one accident. The total record of nearly 257,000 miles with the loss of a single passenger is not only calculated to lessen the Insurance Premiums, but is a practical illustration of the value of science and experience. Obviously the risks of flying are certainly not greater than those of the railway and road.

MODEL AERO CLUB

All interesting feature of the Aeronautical Exhibition at Olympia on July 9-20 was an exhibit of model aeroplanes made by employes of the firm of Handley Page, Ld. They comprise actual working models of almost every type of machine from the earliest to the present most up-to-date design.

NATIONAL PARK MAPS

Secretary of the Interior Payne announces that the National Park Service of the Department of the Interior has prepared for free distribution the 1920 automobile guide maps of the following national parks: Yellow-stone, Wyoming; Glacier, Montana; Mount Rainier, Washington; Crater Lake, Oregon; Yosemite, Sequoia and General Grant, California, and Rocky Mountain, Colorado. The maps are printed in colors and show all the roads and trails in the national parks, hotels and camps, free public camp grounds and other information of interest to motorists. Small road maps of the States and suggestions to the motorist are included.

Requests should be addressed to the Director of the National Park Service, Washington, D. C.

USE OF RUBBER

The United States consumed 69,600 tons of rubber in 1909 and about 250,000 tons last year. The tire trade caused the increase.

Franklin Company Solves Costs For Its Employes

An event of more than ordinary importance to the 5,000 employes of the Franklin Automobile Company of Syracuse was the opening of the Franklin Employes Co-operative Store, where groceries of all kinds can be purchased at a reduction of 20 percent and more below current prices. Sugar, for instance, was sold at a price from five to ten cent below local quotations. Popular brands of cigarettes and tobaccos are now carried in stock, and smoked meats and workmen's clothing and shoes will soon be added. The store is expected to do a weekly business of $10,000.

DIMMING THE LIGHT

It is possible to make a dimming device at home by frosting the headlights with a solution composed of epsom salts in a cup of water, a saturated solution. Simply paint the inside of the lens with this solution, which forms a frosting lasting several months. Or it is possible to make a permanent job of the frosting by getting what is known as "ground glass substitute" from a photographic supply house. This material is composed to ether and rosin, frosted practically for ever.

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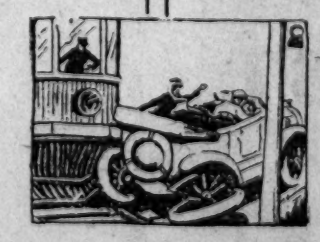

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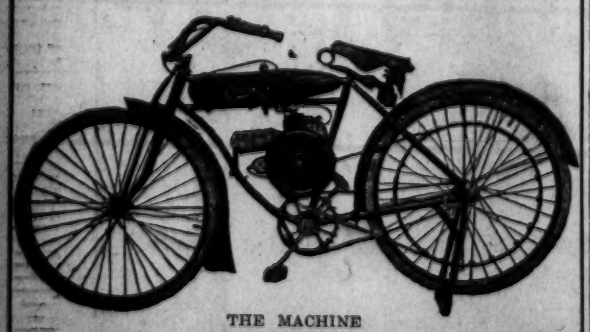


THE MACHINE
FOR THE MASSES

China Press Sports

Conducted By Dudley Burrows

SHANGHAI, SUN DAY, AUGUST 22, 1920

BATH & GOLF CRICKETERS WIN EASILY

Defeat Shanghai Cricket Club By 70 Runs; Hayward Stars With 61

ANOTHER WIN FOR POLICE

Quayle Is High Score With 69; Recreation Club Beat Navy

Much the better side the Swimming and Golf Club experts won their match against the Shanghai Cricket Club on the S.C.C. ground yesterday afternoon by a margin of 70 runs.

The wicket had been badly prepared and throughout the afternoon the ball "kicked" considerably. Both teams luncheoned in the Club pavilion at 12:30 and, winning the toss, the visitors commenced their innings at 1:30.

Harder was out to the second ball of the match and soon afterwards Deeks retired with a nasty hit on the finger. Hayward saw Leach go at 28, and McMeekin 4 runs later.

Leslie assisted in a partnership of 21, during which time both batsmen were missed. Murphy bowled Cobb off his pads at 75 and then Hayward was well caught in the slips at 106. His 61 was a very fine effort, despite two chances, marked by clever placing on both sides of the wicket.

MURPHY BOWLS WELL

D. O'Hara and Deeks (who had re-appeared) put on 46 runs before O'Hara was clean bowled, and then the tail wagged for a further 17 runs. The innings came to a close at 4:25 for 172.

Murphy bowled finely throughout and would have had better figures but for the field.

The Cricket Club's innings was merely a procession, Pearson alone playing with confidence against a keen attack. He carried his bat through the innings for 46 and although he was missed before he scored it was a fine display for a youngster.

The wickets fell as follows: 22, 28, 36, 53, 56, 70, 70, 70, 85, 102.

O'Hara claimed 5 wickets for a cost of 36 runs and mention must be made of the fine catch by McMeekin which disposed of Wainwright.

The scores were:

Swimming Bath And Golf Clubs	
S. J. Deeks, not out	28
J. H. Harder, l.b.w., b. Allison	0
D. W. Leach, b. Murphy	17
A. W. Hayward, c. Pearson, b. Tippin	61
H. W. P. McMeekin, c. Clifford, b. Murphy	3
A. H. Leslie, b. Murphy	9
P. H. Cobb, b. Murphy	8
E. A. P. Wood, b. Wainwright	2
Dr. W. E. O'Hara, b. Murphy	22
C. M. Billings, c. Pearson, b. Wainwright	6
J. R. Hinton, st. Brook, b. Wainwright	6
A. E. S. Thompson, c. Tippin, b. Wainwright	1
Extras	9
Total	172

Bowling Analysis

	O.	M.	R.	W.
H. W. Allison	13	3	28	1
R. T. Tippin	10	1	25	1
J. M. Pearson	7	1	32	0
W. G. R. Murphy	14	4	33	5
F. L. Wainwright	10	1	36	4
T. Robertson	8	0	9	0

Shanghai Cricket Club	
W. C. G. Clifford, b. Leach	15
J. M. Pearson, not out	46
J. Robertson, c. McMeekin, b. Leach	0
E. C. Piercey, b. O'Hara	2
E. G. Forman, c. Leslie, b. O'Hara	3
F. L. Wainwright, c. McMeekin, b. Cobb	10
H. W. Allison, c. Hayward, b. Cobb	3
Dr. E. G. Gauntlett, b. O'Hara	1
J. R. Weeks, c. and b. O'Hara	0
W. G. R. Murphy, b. O'Hara	0
C. E. Brook, b. Billings	10
J. R. Tippin, c. Leach, b. Hinton	3
Extras	9
Total	102

Bowling Analysis

	O.	M.	R.	W.
Dr. W. E. O'Hara	20	7	36	5
D. W. Leach	8	2	16	2
P. A. Cobb	5	0	23	2
C. M. Billings	7	1	18	1
J. R. Hinton	4	0	0	1

Shanghai Recreation Club vs. H. M. Navy

The Navy representatives made a brave showing against the Rees yesterday afternoon on the S.R.C. ground, losing by 53 runs.

For their total of 181, the homesters had to thank Barnes who hit up 65 in a short time during which the field was very kind to him. His innings was

(Continued on Page 2)

Wins All-Around Championship Of America

Brutus Hamilton, of the University of Missouri, who stands today the recognised all-around champion of America. Recently Hamilton practically was an "unknown" in the athletic world, and his rise to fame is one of the real sensations in the athletic world. Competing in the Olympic tryouts in the East, Hamilton captured the national Pentathlon championship, and followed up his victory one week later by defeating eighteen of the best all-around athletes in the country for the national Decathlon title. In the latter event he set new figures, piling up a total of 7022:9815 points for the ten-event competition. Hamilton will next be heard from at Antwerp.

NATATORIUM GIVEN BOOST BECAUSE OF KOBE MEETING

Hongkong Is Next Objective Swimmers Have For Far East Sport

BY R. W. MacCABE

Shanghai's contingent of swimmers who won at polo and in the swimming meeting at Kobe came back home yesterday, all in good health and spirits—and they brought back the bacon with them.

Now as for ourselves, there is no doubt that we had a pretty easy thing of it in the water polo, and "Torry" Wilson has the satisfaction of knowing that no kept his citadel intact all through the two matches.

It is however to be expected, and hoped, that next year when the Kobe men pay us a return visit that they shall have learnt a great deal more of real water polo tactics. They have some fine material to select from and it is merely a question of developing it along right lines.

A speed marvel like Albert James may be turned into a wonder in the forward division. This promising young merman walked away in all the sprint events, taking in even the furlong. In the 25 yards, the 50 and the hundred he got first place, and added further to his laurels by getting second in the Throwing the Polo Ball.

MAKES GREAT RECORD

It is interesting to record that out of the 33 points scored in all by Kobe, no less than 23 were due to him.

The following summary shows the scoring by individuals:

Kobe	James	55553	23
	MacKay	5	5
	Slade	3	3
	Carst	1	1
	Houghton	1	1
			33
Shanghai	Brown	3331111	13
	Wallin	531	9
	McCabe	5	5
	Mears	311	5
	Wilson	11	2
	Encarnacao	1	1
			35

In the above each of the winning Shanghai relay team (which race counted 5 points)

(Continued on Page 2)

SPORT AND STAGE

BY DOMINO

The Lyceum Theater is in the hands of the workmen, and a visit to the playhouse yesterday found everyone as busy as bees.

The object is to install a steam heating apparatus on the very latest model so that the playgoer during the coming winter will be able to defy the chilling winds that have so often driven the men to the bar, to get something to warm them inside, and have kept ladies inside wrapped up in furs and unable to show the very latest Paris creations. Messrs. Andersen and Meyer are in charge of the operation and hope to have things quite ready before the winds blow from the North.

BELLE OF NEW YORK

The Amateur Dramatic Club have definitely committed themselves to the production of that old and tuneful favorite "The Belle of New York" and it is hoped that the production will be staged somewhere about the end of October or the beginning of November. The Secretary of the A. D. C., Mr. R. T. Peyton-Griffin, North China Daily News, will be glad to receive names of all those who will be willing to take part in the musical comedy. The Club has been fortunate to enlist the services of Mr. J. Em. Lemiere as producer.

VISITORS TO THE LYCEUM

The Lyceum Theater looks like having very few dark nights this coming season. Bandman is bringing two companies. Frawley hopes to look in, Edgar Warwick ought to be with us early in the new year, the Denniston Players, when they can get away from their triumphs in India, will reach here before the season closes, Waring, who starred with Howitt-Phillips sometime ago, is already on his way to the Far East.

* * *

LOUIS CALVERT

In a delightful little book called "The Twentieth Theater" William Lyon Phelps of Yale University discusses plays, players and stage influences. What he has to say about Louis Calvert, so well known on the English stage, and who has now become an American citizen, should be interesting to all playgoers. He says:

"I wish that every actor and every theater-goer would read 'Problems of the Actor,' by Louis Calvert. Mr. Calvert was one of the most accomplished members of the New Theater Company; no one will forget his interpretation of old Anthony in John Galsworthy's 'Strife.' Since the demise of that organisation, he has appeared in various roles, the most important of which is Andrew Undershaft, in Shaw's 'Major Barbara.'

BERNARD SHAW

"In 1905, when 'Major Barbara' had its first performance in England, Bernard Shaw, who knew well enough the real capacity of Louis Calvert, hoped to sting him into superhuman efforts by the following letter:

Derry, Rosscarbery, Co. Cork.
23rd July, 1905.

Dear Calvert: Can you play the trombone? If not, I beg you to acquire a smattering of the art during your holidays. I am getting on with the new play, scrap by scrap, and the part of the millionaire cannon founder is becoming more and more formidable. Broadbent and Veegan rolled into one, with Mephistopheles thrown in: that is what it is like. "Business is Business" will be cheap melodrama in comparison. Irving and Tree will fade into the third class when Calvert takes the stage as Andrew Undershaft.

"It will be tremendous, simply. But there is a great scene at the end of the second act where he buys up the Salvation Army, and has to take part in a march to a big meeting. Barker will play the drum. You will have the trombone or bombardon if you prefer that instrument and it would add greatly to the effect if you could play it prettily. Besides if you took to music you could give up those confounded cigars and save your voice and your memory (both wrecks, like Mario's from thirty-seven cigars a day) for this immense part. It has very long speeches, longer than Keegan's and dozens of them and infinite nuances and execution. Undershaft is diabolically subtle, gentle, self-possessed, powerful, stupendous, as well as amusing and interesting. There are the makings of ten Hamlets and six Othellos in his mere leavings. Learning it will half kill you, but you can retire next day as pre-eminent and unapproachable. That penny-plain and two-pence-colored pirate Brassbound will be beneath your notice then. I have put him off for another year, as I cannot get the right Lady Cicely.

"Vedrenne, unluckily has read my plays at Margate, and is now full of the most insane proposals wants Brassbound instantly with you and Kate Rorke, for one thing.

"But the trombone is the urgent matter of the moment. By the way trombone players never get cholera nor consumption, never die, in fact, extreme old age makes them incapable of working the slide.

"G. Bernard Shaw."

* * *

After the first performance in which Calvert was brilliant, Mr. Shaw wrote the actor this delightful letter:

"10 Adelphi Terrace, W. C.

"My dear Calvert,

"I see with disgust that the papers all say that your Undershaft was a magnificent piece of acting, and 'Major Barbara' a rottenly undramatic play, instead of pointing out that 'Major Barbara' is a masterpiece and you the most infamous amateur that ever disgraced the boards.

"Do let me put Cremlin into it. A man who could let the seven deadly sins go for nothing could sit on a hat without making the audience laugh. I have taken a box for Friday and had a hundredweight of cabbages, dead cats, eggs and gingerbeer bottles stacked in it. Every word you fluff, every speech you unact, I will shy something at you. Before you go on the stage I will insult you until your temper gets the better of your lines. You are an imposter, a sluggard, a blockhead, a shirk, a malingerer, and the worst actor that ever lived or ever will live. I will apologise to the public for engaging you: I will tell your mother of you. Barker played you off the stage; Cremlin dwarfed you; Clara Great took all eyes from you. If you do not recover yourself next time, a thunderbolt will end you. If you are too lazy to study the lines I'll coach you in them. That last act must be saved, or I'll withdraw the play and cut you off with a shilling.

"Yours ever.

"G. Bernard Shaw."

What would he have written had he been really angry?

* * *

THE CINEMA

Malcolm Watson, chatting to a friend, a prominent theatrical manager, a little while ago upon London Theaterdom, asked what was wrong with the theater. "Stand in front of the Ritz any morning and you'll understand. Mind you, I am not complaining of the enthusiasm shown towards charming Mary Pickford and her husband, but if Henry Irving, Madge Robertson, John Toole and Ellen Terry, in the first bloom of their youth, could be made to appear on that balcony, d'ye think they'd receive anything like the demonstration given to that delightful young couple? It is the cinema that's at the root of the trouble."

* * *

HOW A FILM GETS TO THE PUBLIC

Just recently I received a letter from one of the most popular members of Frawley's last company and he hoped to be out East again, and the sooner the better. He writes that Broadway is being overrun by the picture palaces, and that the legitimate actor is finding it increasingly difficult to keep himself from "resting." So the films have a lot to answer for, and here is the way that they reach the public.

The way that a film reaches a cinema audience is rather like a variation on the theme of the House that Jack Built.

It starts with the story. This is very often based on a novel, but even if it is an original plot it must be turned into a "scenario," which may be called the book of the play for it contains details of all the scenes necessary for the film. So the first step is the scenario writer, called in the United States continuity writer, which is really a more suitable term.

Then comes the producer. He is a mightily important person in the making of a film, for he is the organiser of the whole affair.

SELECTS ARTISTS

He selects the stars and other artists, and tells them what they have to do. He is continually instructing and advising, and by the individual work he puts into the picture to make it one harmonious production, the film will eventually be judged. He of course has the assistance of a camera man, electricians, studio manager, and many experts, but the picture stands or falls by him.

When the picture is completed the manufacturing company for whom it has been made either sells it to a renter or hands it over to him in accordance with a contract already made. The

(Continued on Page 2)

Shatters World's Record In Olympic Tryouts

Miss Ethelda Bleibtrey, of New York, holder of several world's swimming championships, shattered the world's record for the 110-meter swim at the recent Olympic tryouts at Manhattan Beach, New York. Her great victory gave Miss Bleibtrey a place on the team which represented the United States in the swimming events at Antwerp.

George Dunlop Walks Off With Lawn Bowls Title And Proves Domino Wrong

Manwaring Gallantly Defends Fame Of Pear-Shaped Champions Of Former Days And Smilingly Loses

(By Domino)

I'm all wrong, I have been all wrong for years. It was in 1916 that I wrote:

If you think that you are much too old at forty,
And your figure is becoming like a pear,
And you don't enjoy the things considered naughty,
And the comb says you are losing all your hair—
Play Lawn Bowls.

Yesterday afternoon the Shanghai Lawn Bowls Championship was won by George Dunlop, who has not got a pear shape; he is not forty; and his comb has given no sign that his hair is falling. Therefore I make a belated apology. As a matter of fact it might have been just the other way about.

If Guy Manwaring had won, and he put up a great game to get the title, my efforts at verse would have been quite correct. Guy has a figure, that, looked at sideways, might be spoken of as pear shaped, his hair is not as thick as it was when mother used to curl it, and if he isn't forty he will be some day.

Now for the game.

First the result. Seventeen ends were played before either contestant had secured the required twenty one. George Dunlop got them when Guy Manwaring had only nine to his credit.

BOTH FINE FELLOWS

A word about the two players. George Dunlop is a member of the Lawn Bowls Club. Guy Manwaring is a member of the Recreation Lawn Bowls Club.

George is a Scotchman. You only have to hear him talk, and hear him say "All the same" to know that he comes from Bobby Burns' country.

Guy Manwaring hails from Australia.

They are both fine sportsmen and the best of good fellows. Little wonder that a big crowd turned out to witness the game.

No matter how far they came they were well rewarded for their trip. The margin between the players might give the impression that the contest was rather one sided. It was not. As a matter of fact practically every end was a picture. Had Referee Ferrier had a compass with a yard radius, instead of a little bit of string, specially made for the purpose, it would have been found that at nearly every end a circle drawn would have surrounded all the woods. They were all good woods, but George's wood happened to be just a little better than those of Guy's.

PLAYED SHORT

The loser seemed a little bit scared at the responsibilities upon his broad shoulders, and therefore went a little bit short. He found the green a trifle too heavy for his liking. On the other hand George Dunlop took the contest as one of the things that had to be worried

(Continued on Page 2)

Olympic Games

(Reuter's Service)

Antwerp, August 19.—The following are the results of today's finals in the Olympic Games:

Tug of War

The City Police, representing Great Britain, beat Holland by 2 pulls to 1.

Hammer-throwing

Won by Patrick Ryan (America) with a throw of 52 meters 87½ centimeters.

Fencing. Foils

Won by Medo Nali (Italy) the world's champion.

Running. 1,500 meters.

Hill (Great Britain)	1
Baker (Great Britain)	2
Shields (America)	3

Time: 4 minutes 1 4-5 seconds.

POLO TOURNAMENT TO OPEN TUESDAY

The postponed tournament of the Shanghai Polo Club for the Bydand Challenge Cup will take place next week. Owing to the number of players on summer vacation only three teams will compete this year.

The tournament will be on the American plan, each team meeting every other team, the team scoring the greatest number of goals to be declared the winners.

Each match will consist of four chukkers of eight minutes each with five minutes intervals.

The series commences on Tuesday next at 4:45 p.m. sharp and will be continued on the succeeding Thursday and Saturday. The shortening evenings necessitate a prompt attendance.

The teams are as follows:

Messrs. Robinson (Capt.), O. S. Rowe, Cockin, Com. R. N. Hodson.

Messrs. Fearon (Capt.), Brenan, Eastwood, Toeg.

Messrs. Dallas (Capt.), Lindsay, Rutherford, Hitch.

Umpire: Mr. J. A. Hayes.

SHANGHAI TEAM VICTOR IN DOUBLE HEADER FOR CHAMPIONSHIP OF CHINA

Tientsin Soldiers And U.S. Navy Go To Defeat In Swatfest; Another Two-Timer Is Booked For Today

TODAY'S GAMES:
15th Infantry vs. Navy At 2:15
Shanghai vs. 15th Infantry

(*By Viola Verclaire*)

In the opening of the series yesterday, Shanghai hung two more scalps to her belt, by defeating the 15th Infantry of Tientsin and the U.S.S. Albany.

Shanghai hit the ball at all corners of the lot during the first game with the soldiers, driving one pitcher from the box and mauling the next one most unmercifully.

Home Boys Start After Soldiers In Game's First Frame

The home boys started right after the Tientsin visitors, getting six runs in the first inning, two more in the second, two in the sixth and four in the eighth.

The fans who went out to the park yesterday certainly saw plenty of hitting, there being four home runs, three three-baggers and one two base hit in the first game.

On the other hand, Claire, pitching for Shanghai, pitched a nice game and had good support. The big fellow didn't get started until the fourth inning, but after that there were no runs and no hits for the soldiers. He struck out eight men and allowed seven hits.

The Tientsin aggregation look to be a better ball team than the score indicated and if they get some good pitching are liable to cause some trouble before this series is ended. It will be possible to have a better line on them after today's games, in which they are to play a double header, taking on the Navy in the first game and Shanghai in the second game. First game called at 2:15 p.m. sharp.

THE SCORE

Following is the tabulated score for first game:

15th Infantry	A.B.	R.	H.	P.O.	A.	E.
Cummings cf.	4	0	1	1	1	1
Gibbens 2b.	4	1	2	2	0	0
Oberkofler 1b.	4	0	0	8	0	1
Madge 3b.	4	1	1	3	4	0
Hutchinson rf.	3	1	0	1	1	0
Kent lf.	4	0	1	2	1	2
Bowden ss.	3	0	1	1	2	1
Ferrin c.	4	0	1	6	2	1
Bame p.	1	0	0	0	1	0
Boushell p.	2	0	0	0	0	0
Total	33	3	7	24	12	6

Shanghai	A.B.	R.	H.	P.O.	A.	E.
Hopkins lf.	4	2	2	3	0	0
Bills ss.	4	2	1	2	0	0
Wilhoit 1b.	4	3	4	6	0	0
Glauque 3b.	5	1	3	1	0	0
Porterfield lf.	4	0	0	1	0	0
Covington 2b.	5	1	1	0	1	0
Smith cf.	4	2	2	3	0	0
Holman c.	4	1	0	11	2	0
Claire p.	4	2	2	0	5	0
Total	38	14	15	27	8	0

Home runs, Madge, Glauque, Bills. Three base hits-Wilhoit, Hopkins 2. Two base hits-Wilhoit. Struck out, by Claire 8, by Bame 2, by Boushell 2. Bases on balls, off Claire 1, off Bame 3. Wild pitch-Bame. Hit by pitched ball-Bowden. Umpires-Clapp and Guernsey.

First inning, Visitors, Cummings hit to right. Gibbens safe on fielders choice. Oberkofler out foul fly to catcher. Madge struck out. Hutchinson up, Cummings out stealing pitcher to third. Shanghai, Hopkins walked. Bills followed suit. Wilhoit also walked. Glauque single, scoring Hopkins and Bills. Porterfield struck out. Covington hit to center, bringing Wilhoit home. Glauque out center to catcher. Smith hit to left, Covington home. Holman scores on errors of center, catcher and left, also scoring Smith. Claire out pitcher to first. Six runs.

Second inning, Visitors-Hutchinson walked. Kent up, Hutchinson steals second. Kent out pitcher to first, Hutchinson to third. Bowden hit to right, bringing Hutchinson home. Ferrin hit to center. Bame out to first, sacrifice hit. Cummings struck out. Bowden and Ferrin left on bases. Shanghai-Hopkins struck out. Bills out to first. Wilhoit three bagger. Glauque up, Wilhoit home on wild pitch Glauque home run. Porterfield struck out. Two runs.

Third inning, Visitors-Gibbens hit to center. Oberkofler out fly to right. Madge home run, scoring Gibbens. Hutchinson hit to

(Continued on Page 2)

Navy Springs Day's Great Surprise In Hard Fought Battle

The second game yesterday was the surprise of the afternoon, as Shanghai had to play her best all the way through to defeat the Navy boys, who were not considered to be as strong a team as Tientsin.

Merrill pitching for the Navy, pitched a good game of ball, striking out eight batters and allowing seven hits, but was out-pitched by "Kid" Tinkham, who seems to have made a complete 'come back.' "Tink" struck out seven batters and allowed six hits, most of them of the scratch variety. "Tink" deserved to shut out the Navy and it was no fault of his that such was not the case.

During the intermission between the two games, a handsome new flag was raised amid the cheering of the fans. The flag was presented to the Base Ball Club by Mrs. Robert Dollar, who certainly is a good friend and booster for the club at all times.

Following is the tabulated score for the second game:

Navy	A.B.	R.	H.	P.O.	A.	E.
McNish 3b.	4	0	1	0	2	0
Oliver 2b.	3	0	0	1	2	3
Merrill p.	4	1	2	1	4	0
McGowan ss.	4	0	1	0	1	1
Goodman 1b.	4	0	0	12	0	0
Pruitt cf.	4	0	1	0	0	0
Held c.	4	0	0	9	2	0
Eason rf.	3	0	0	0	0	2
Flores lf.	2	0	0	1	0	0
Total	32	1	5	24	11	6

Shanghai	A.B.	R.	H.	P.O.	A.	E.
Hopkins rf.	3	2	1	0	0	0
Bills ss.	1	1	1	3	2	1
Wilhoit 1b.	4	0	2	12	1	0
Glauque 3b.	4	0	0	0	2	0
Porterfield rf.	4	0	0	2	0	0
Ladd 2b.	3	0	0	0	2	1
Stovall cf.	3	0	0	2	0	0
Holman c.	4	2	2	8	1	0
Tinkham p.	3	0	0	0	3	1
Gray	1	0	1	0	0	0
Total	30	5	7	27	11	3

Three base hits-Wilhoit. Struck out, by Merrill 8, by Tinkham 7. Base on balls, off Merrill 3, Tinkham 1. Passed ball, Held 2. Hit by pitched ball-Wilhoit. Double play-Bills to Wilhoit. Umpires-Guernsey and Clapp. Gray batting for Stovall in eighth.

GAME BY INNINGS

First inning, Navy-McNish out fly to center. Oliver hit by pitched ball. Merrill scratch hit. McGowan struck out. Goodman struck out. Shanghai-Hopkins safe on error of second. Bills out pitcher to first, Hopkins to second. Wilhoit struck out. Glauque struck out.

Second inning, Navy-Pruitt out third to first. Held safe on error of second. Eason struck out. Flores up, Held steals second, steals third. Flores walked. McNish out fly to center. Flores left on base. Shanghai-Portgrfield out fly to first. Ladd out third to first. Stovall out short to first.

Third inning, Navy—Oliver hit to left. Merrill out foul fly to catcher. McGowan up, Oliver out catcher to short. McGowan out pitcher to first. Shanghai—Holman hit to left. Tinkham sacrifice hit, out pitcher to first, Holman to second. Hopkins walked. Bills hit to right, bringing Holman home, Bills to second on error of first, Hopkins scores, Wilhoit up, Bills to third on passed ball. Wilhoit struck out. Glauque struck out, catcher to first. Two runs.

Fourth inning, Navy—Goodman out second to first. Pruitt hit to left. Held out at first. Pruitt out at second, double play short to first. Shanghai—Porterfield out fly to left. Ladd out foul fly to catcher. Stovall out fly to pitcher.

Fifth inning, Navy—Eason struck out. Flores out to first. McGowan out to first. Shanghai—Holman hit to left. Tinkham struck out. Hopkins hit to right, to second on error of right, Hol-

(Continued on Page 2)

BATH & GOLF CRICKETERS WIN EASILY

(Continued from Page 1)

nevertheless a very meritorious one.

When the Navy batted Quincey—put on second change—had the batsmen at his mercy with his slow leg breaks and the "tail" refused to wag after Hammett and Clayton had put on 71 for the first wicket.

The scores were:

Shanghai Recreation Club

A. J. Willis, b. Hammett	4
A. V. White, c. Lawson, b. Pridmore	26
L. P. Quincey, b. Harrison	20
E. G. Barnes, c. Smith, b. Malcolmson	65
C. Knight, c. Smith, b. Pridmore	12
E. Powers, c. Smith, b. Pridmore	9
C. E. Ollerdessen, c. Blake, b. Malcolmson	24
H. J. Ambrose, c. Turner, b. Malcolmson	0
R. T. Ryton, b. Harrison	5
G. V. Jensen, b. Malcolmson	0
A. Madar, not out	1
Extras	15
Total	181

Bowling Analysis

	O.	M.	R.	W.
Hammett	9	0	42	1
Harrison	12	0	34	2
Pridmore	8	0	50	3
Morrell	5	0	21	0
Malcolmson	3	0	19	4

H. M. Navy

Hammett, c. Knight, b. Quincey	33
Clayton, c. Ambrose, b. Quincey	38
Turner, c. Knight, b. Quincey	15
Harrison, b. White	5
Morrell, c. Ambrose, b. Quincey	11
Malcolmson, b. Quincey	13
Lawson, c. Ryton, b. Quincey	0
Vernon, b. Ryton	0
Bryant, b. Ryton	0
Smith, not out	8
Pridmore, c. Powers, b. Quincey	2
Extras	2
Total	128

Bowling Analysis

	O.	M.	R.	W.
Ryton	8	0	34	2
C. Ollerdessen	7	0	30	6
A. V. White	6	2	33	1
L. P. Quincey	8	1	29	7

S.M. Police vs. Customs R.C

The Police R.C., who are still undefeated this season, recorded still another easy victory over the Customs eleven on their own ground yesterday afternoon.

It only took 8 overs to dispose of the visitors, Mellows alone showing any talent against Issacs and Sale—who had flattering analyses.

Five wickets were down for 19 when the Police batted but Issacs and Quayle treated the bowling with better respect and victory was secured. Quayle hit one 6 and eleven fours.

The scores were:

Customs R. C.

Barnes, b. Issacs	0
Ogden, b. Issacs	1
A. E. Barnes b. Issacs	2
Nash, c. Fry, b. Sale	1
Mellows	1
Hicks, c. Gabbutt, b. Sale	2
Barlow, b. Sale	4
Lovelock, b. Sale	0
Coxall, not out	1
Hughes, b. Issacs	0
A. Goodman, c. Gabbutt, b. Sale	0
Extras	5
Total	30

Bowling Analysis

	O.	M.	R.	W.
G. Sale	4.4	0	14	6
S. Issacs	4	1	11	5

S. M. Police R. C.

J. Watson, b. Ogden	0
F. W. Treacher, b. Ogden	0
T. S. Fry, b. Nash	3
G. Sale, c. Sub., b. Nash	0
S. Issacs, b. Mellows	34
F. Thurgood, c. Barnes, b. Ogden	5
J. McDonald, b. Barnes	0
J. F. Gabbutt, c. and b. Mellows	1
C. Deprose, not out	11
A. Crompton, did not bat	0
J. A. Quayle, c. Ogden, b. Nash	69
Extras	18
Total	141

Bowling Analysis

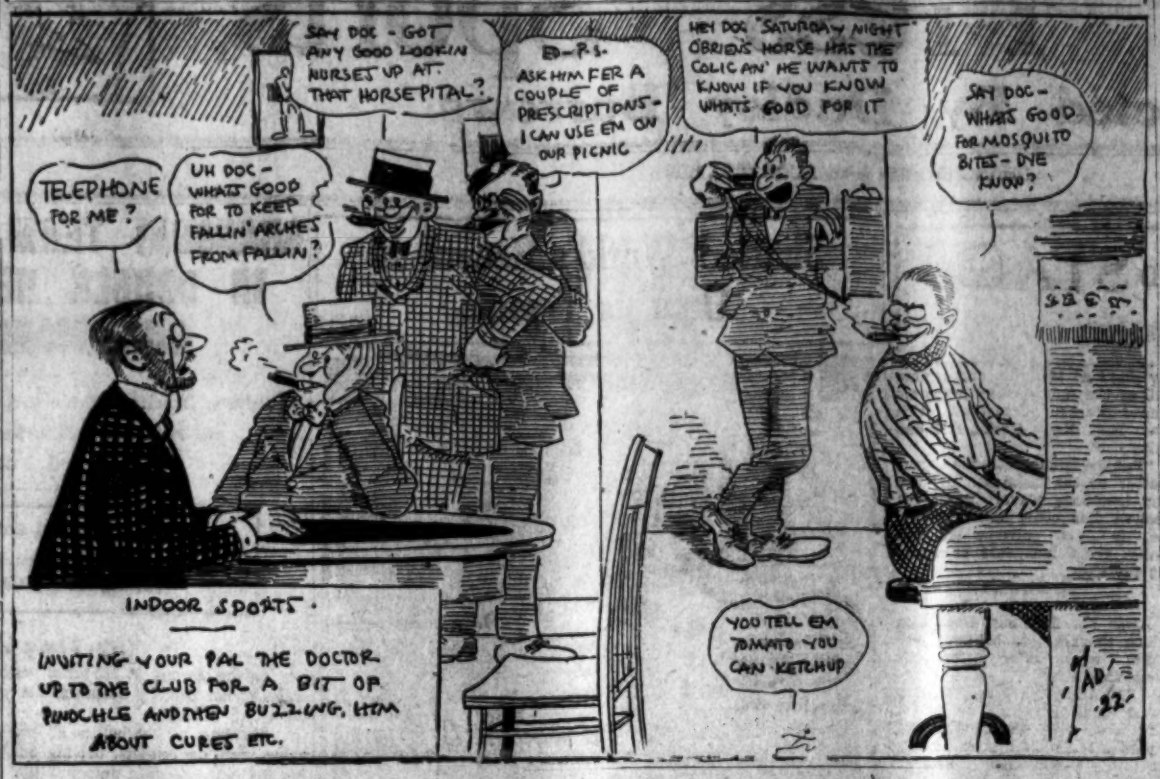
	O.	M.	R.	W.
Ogden	10	1	49	3
Nash	8.5	5	26	3
Mellows	4	0	36	2
Barnes	2	0	12	1

Clay Pigeon Club Holds Shoot Today

The "Stunt" Cup, kindly presented by a member, will be competed for by the Clay Pigeon Club today, at 4:30 p.m. The conditions and handicap are being drawn up by the donor and promise to be decidedly "stunt" in every way.

There will no doubt be a large attendance of shooting members and visitors to watch the fun.

INDOOR SPORTS By Tad


SAY DOC - GOT ANY GOOD LOOKIN NURSES UP AT THAT HORSEPITAL?
TELEPHONE FOR ME?
UH DOC - WHATS GOOD FOR TO KEEP FALLIN' ARCHES FROM FALLIN?
P.S. ASK HIM FER A COUPLE OF PRESCRIPTIONS - I CAN USE EM ON OUR PICNIC
HEY DOC "SATURDAY NIGHT" O'BRIEN'S HORSE HAS THE COLIC AN' HE WANTS TO KNOW IF YOU KNOW WHAT'S GOOD FOR IT
SAY DOC - WHAT'S GOOD FOR MOSQUITO BITES - DYE KNOW?
YOU TELL EM TOMATO YOU CAN KETCHUP
INDOOR SPORTS.
INVITING YOUR PAL THE DOCTOR UP TO THE CLUB FOR A BIT OF PINOCHLE AND THEN BUZZING HIM ABOUT CURES ETC.

George Dunlop Wins Lawn Bowls Title

(Continued from Page 1)

through, and whether he was up or down, he wore the look of a player who couldn't sinne even if he wanted to. But he can smile. When he was all over he smiled. Guy Manwaring is so good a sportsman that he smiled in sympathy.

A great game was played in Hongkew Park. Hidden away from the bustle of baseball, tennis, and running, is a patch of green, square in shape, and kept in perfect condition by Mr. D. Magregor. Here, save for the occasional rattle of a shot from the Rifle Range, all is calm and peaceful. All is perfect in the harmony of good sportsmanship. It is a regular little beauty spot, and I doubt if there is another place or another green to compare with it in Shanghai, or if it comes to that anywhere within a reasonable distance.

AN IDEAL SCENE

It is an ideal scene for a contest such as was seen yesterday. But every one was terrible serious. There was not a sound to be heard except at intervals. If looks and gestures could have taken every ball to kiss the jack, then the jack would have had a busy time of it. Occasionally there was a little applause. Then there was a hush. All eyes were strained to see just where the wood was going to lie. That was a feature of the game. Everyone was so interested. I have often heard it said "Where is the interest in lawn bowls." I don't know, but look at a game and the fascination creeps over you, and you find yourself wishing the ball along the pleasing green sward.

It took George Dunlop a couple of trial ends, and another two real ends to get the speed of the green. During this period Guy Manwaring had scored 3. He gathered two points in the first effort. But then Dunlop started with a vengeance, at the third end he put four on the board and then from that point to the twelfth end he was always the winner. Here the score stood 16-4. At the thirteenth end Manwaring gathered another, and signalled his success by asking his opponent what he would have to drink. Dunlop said:

"Mine is a lemon squash."

ALL THE SAME'

Guy looked pained but said: "All the same for me."

And then the game continued.

When Dunlop had scored 17, Manwaring brought off a delightful end and added three to his score of five. Dunlop replied at once with another two. Then his opponent took one and at the seventeenth end Dunlop demanded two—and the championship.

Mr. Gavin Campbell, the president, and Mr. Frank Jones the vice president, were both present and followed the game with the greatest interest. Mr. F. Ferrier was the referee, and gave satisfaction to everyone in his decisions. Mr. P. Eshgrave handled the chalk and kept those present in the know as to the run of the game.

THE SCORE

Herewith details of the scoring:

Ends	Dunlop	Manwaring
1	–	3
2	–	1
3	4	–
4	–	1
5	3	–
6	1	–
7	3	–
8	2	–
9	1	–
10	1	–
11	1	–
12	–	1
13	1	–
14	–	2
15	2	–
16	–	1
17	2	–
Totals	21	9

The semi-final of the Shanghai Junior Golf club, between Messrs. McAlister and A. Braid, was played off at Hongkew Park yesterday afternoon, and as a result of a fine game McAlister ran out the winner by 21 points to 17.

The Yangtszepoo Lawn Bowls Club will entertain the Junior Golf Lawn Bowls Club today, and the Recreation Club will be at home to the Shanghai Lawn Bowls Club.

Natation Given Boost Because Of Kobe Meeting

(Continued from Page 1)

have been credited with one point.

In one respect, the ranking of the water polo as quite distinct from the swimming and allied events (which is rather an innovation in interport scoring) is fully justified, as thus the other section of the competition resolves itself into merely individual events, with the solitary exception of the relay race. Apropos of this section of the interport competitions, it was pointed out by Kobe fans that though Shanghai won by the narrow margin of 2 points in this (first place scoring 5, second 3 and third 1), had attention been paid merely to a win, Kobe would have got 5 points to Shanghai's two, as they won the 25 yards, the 50, 100, 220 and diving, whereas Shanghai only got the 880 (per Wallin) and the Throwing the Polo Ball (per MacCabe).

SHANGHAI WINS

Anyhow, on the schedule laid down, Shanghai won: and now it is a question whether or not arrangements can be made to send a team from this port in acceptance of the invitation from Hongkong, where it is quite certain that at all events in the water polo matches Shanghai may expect to find doughtier opponents. On this point little can yet be said, though fears are entertained that a second "expeditionary force may not be easily organised from Shanghai this season.

ROWING CLUB GALA

The Rowing Club gala is set down for this coming Friday and Saturday evenings and with three local championships on the card the program is full of interest. Another corker is the club 100 yards championship, when such fliers as Fetherstonhaugh, Berthet, Brodie and Brown will probably compete, and all round, (what with diving, water polo, straight swimming events, handicap and otherwise) a most appetising menu has been prepared, and it is advisable to get tickets early, as the accommodation for spectators in the tank building is necessarily very limited, as those who attended this gala last year have every reason to remember.

The President of the Shanghai Amateur Swimming Association Mr. J. H. McGregor, announces that the allocation of the local swimming and allied championships for this season among the various galas has been arranged as follows:

Rowing Club Gala August 27 and 28.
- 100 yards
- ¼-mile
- Throwing the Polo Ball.

(Entries close at 6 p.m. on August 24 with Mr. J. J. Evans)

S.I.S.C. Gala September 10 and 11.
- 220 yards
- ½-mile
- Diving
- Plunge for Distance

(date for closing of entries will be announced later).

PORTUGUESE CLUB TOPS LEAGUE LIST

Four Teams Close Contenders For Winning Place As Season Nears End

By scoring five matches to none against the French Club on Friday the Portuguese team has moved to the head of the list of the tennis league with 13 wins. The Portuguese team is closely followed by the Columbia Club and the Country Club with 12 wins each, and the Recreation Club with 11 wins and one match unfinished.

These 4 Clubs meet on Friday next when the Country Club plays the Portuguese Club, and the Columbia Club plays the Recreation Club. This is the 5th and last match that either of the 4 clubs has to play, and a decisive victory for any of the 4 will probably mean heading the League for this season.

Last year the League was easily headed by the Cercle Sportif, which had a very powerful team. It would be difficult to imagine a closer finish between 4 clubs in a competition of six teams than that which will be concluded on Friday next if the weather is kind.

The standings are as follows:

	M.	W.	L.	Un.
Portuguese S. A.	20	13	7	–
Country Club	20	12	8	–
Columbia C. C.	20	12	8	–
Shanghai R. C.	20	11	8	1
Shanghai C. C.	20	6	14	–
C. S. F.	20	5	14	1

Following is the result of the match played on Friday between the Portuguese Sporting Association and the Cercle Sportif Francais.

Leitao and Canavarro beat Knowles and Columbine, 8-6, 6-3, 6-4.

Silva and Passos beat Fleming and Greensmith, 8-6, 6-0, 6-2.

Ar. Leitao and Al. Leitao beat Forbes-Cale and Eldridge, 7-5, 7-5, 6-3.

Remedios and Gomes beat Klein and Staargaard 6-4, 6-3, 9-7.

Campos and Ribeiro beat Ehrenoff and Mansfield, 6-1, 6-2, 7-5.

Home Boys Start After Soldiers In Game's First Frame

(Continued from Page 1)

right. Kent up, Hutchinson steals second. Kent struck out. Bowden out fly to center. Hutchinson left on base. Two runs.

Fourth inning. Visitors-Ferrin out fly to center. Bousheil struck out. Cummings out fly to center. Shanghai-Claire out third to first. Hopkins struck out. Bills out short to first.

Fifth inning. Visitors-Gibbens hit to center. Oberkofler out fly to right. Madge struck out. Hutchinson up. Gibbens out stealing second catcher to short. Shanghai-Wilhoit hit to short. Glauque out fly to right. Porterfield out foul fly to catcher. Covington hit to second. Wilhoit out at second to second.

Sixth inning. Visitors-Hutchinson out fly to left. Kent struck out. Bowden out pitcher to first. Shanghai-Smith home run. Holman out third to first. Claire hit to left. Hopkins three bagger, out at third, bringing Claire home. Bills out fly to left. Two runs.

Seventh inning. Visitors-Ferrin struck out. Bousheil out pitcher to first. Cummings out foul fly to catcher. Shanghai-Wilhoit two bagger. Glauque out fly to short. Porterfield out fly to left. Covington out third to first.

Eighth inning. Visitors-Gibbens struck out. Oberkofler out pitcher to first. Madge out second to first. Shanghai-Smith out pitcher to first. Holman out short to first. Claire hit to center. Hopkins three bagger, Claire home. Bills home run, scoring Hopkins. Wilhoit hit to left, gets to third on error of left. Glauque hit to left, Wilhoit scores. Porterfield hit to short. Glauque out at second, short to second. Four runs.

Ninth inning. Visitors-Hutchinson out fly to right. Ditto hit to center. Bowden up. Ditto out stealing second catcher to short. Bowden hit by pitched ball. Mazap out fly to catcher.

Navy Springs Day's Great Surprise In Hard Fought Battle

(Continued from Page 1)

man to third. Bills up, Holman home on passed ball, Hopkins to third. Bills sacrifice hit out to first, scoring Hopkins. Wilhoit hit to center. Glauque up, Wilhoit steals second, to third on error of second. Glauque out catcher to first. Two runs.

Sixth inning, Navy—Oliver out fly to left. Merrill out fly to left. McGowan out third to first. Shanghai—Porterfield safe on error of third. Ladd hit to third. Porterfield out third to second. Ladd to second on error of second. Stovall struck out. Holman out pitcher to first.

Seventh inning, Navy—Goodman struck out. Pruitt out pitcher to first. Held struck out. Shanghai—Tinkham out foul fly to catcher. Hopkins out second to first. Bills walked. Wilhoit three bagger, Bills scores. Glauque out second to first.

Eighth inning. Navy—Eason out second to first. Flores struck out. McNish hit to left. Oliver out fly to short. Shanghai—Porterfield struck out. Ladd walked. Gray hit to left, Ladd to second. Holman struck out. Tinkham out to first.

Ninth inning, Navy—Merrill hit to left. McGowan up, Merrill steals second. McGowan hit to right, to second on fielders choice, Merrill to third. Goodman out pitcher to first, sacrifice hit, scoring Merrill. Pruitt out short to first. Held out to first. One run.

Just Dope

Old Cy Wilhoit went on another batting rampage yesterday afternoon. "Cy" got four out of four in the first game and two out of four in the second. Two three baggers and a two base hit were added to his collection during the matinee.

Madge, Tientsin's third sacker, looks to be a very sweet ball player. He accepted six nice chances without an error and hit a hone run, with a man on ahead of him.

Lieut. Gibbens, who is in charge of the Navy team on the field and also plays second base, promises better pitching for today's games. The Lieut. carried off the batting honors for his team yesterday, getting two nice hits for himself.

Catcher Holman for Shanghai, accepted twenty-one chances during both games, without an error.

The Umpires were groomed to make a nice speech at the flag raising, but about this time they acquired a thirst and beat it for the Club house.

Terry and Holman will be the battery for Shanghai in today's game and Hutchinson and Ferrin for the Infantry. Goodman and Held are slated to work for the Navy. It is not known who the Infantry will pitch in the first game.

At The Theaters

AT THE APOLLO

Virginia Pearson, the "velvet-eyed girl of the screen" will star in the five reel Fox production written by Will S. Davis, "The Tortured Heart" at the Apollo beginning Monday. In this, the observer is provided with an old-fashioned story, which exerts a considerable pull of heart strings.

For the latter part of the week, Apollo will feature the vaudeville company, consisting of Miss Dorothy Bright, Australia's premier violinist and the Vardel Brothers, the only two persons in the world performing this particular feat. It is the only sensation that requires science and not purely reckless nerve. The Vardels are also superior athletes with humorous comedy hits and created a sensation during their appearance in London.

In addition, the Louisiana Trio and Quartette will appear in medley of American songs.

For today's matinee, Miss Gladys Leslie will be seen in "An Amateur Orphan," while tonight the wonderful six-part drama, "The Web of Deceit" will be screened, starring Dolores Cassinelli.

The theater also announces the coming of Blanche Sweet in "Fighting Cressy."

AT THE OLYMPIC

The Olympic will produce tonight Charles Ray in "His Mother's Boy" and Fatty Arbuckle in "His Wedding Night."

AT THE ISIS

The eleventh and twelveth episodes of "The Adventures of Ruth," featuring Ruth Roland, are the attractions at the Isis Theater beginning Monday night. This is a high tension serial of heart interest wherein a peacock fan of rare value and beauty and 13 keys and a mystic band create a whirlwind of action.

The ninth and tenth episodes of the serial will be screened for matinee today at three o'clock. For tonight, Constance Talmadge will star in the five part drama, "Up the Road with Sallie."

AT THE VICTORIA

There will be a new program for the Victoria tonight, presenting Marguerite Clark in the "Seven Swans," Burton Holmes in "Down the Yukon" and the Mack Sennett two-part comedy, "Saucy Madeline."

AT THE TOWA

The ninth episode of "The Hand of Vengeance" and a Japanese drama on "General Nogi" together with a six-part comedy will be produced at the Towa Cinema this afternoon, beginning at 2 o'clock.

Sport And Stage

(Continued from Page 1)

renter is at present, in England, the keystone of the business, for it is he who deals with the Exhibitor, who is going to show the film.

The Trade Show has now been reached. The theory of a trade show is that a picture will be shown to the best advantage of the exhibitors who are thinking of booking it.

CROWD OF ONLOOKERS

In practice, in London, the indiscriminate issuing of invitations usually brings together a number of people bent on a free entertainment, who sometimes crowd the exhibitor out. The exhibitor finally books the film, usually for a date about a year ahead, and it eventually reaches the audience. Some American firms are themselves renting the films they produce in the United States direct to the exhibitor, but this practice has not been followed in England.

As this is the system at present in use in the British industry it is presumably the most suitable, although it is a matter of wonder sometimes whether there is a good chance of the audience's wishes reaching through all the steps of the organisation to those who are responsible for the first conception of a picture in any reasonable space of time.

MARTIN'S APIOL & STEEL PILLS for Ladies
The Shanghai Chemical Laboratory
No. 20 Nanking Road
3rd Floor

Refracting and Manufacturing Optician
Dr. John Goddard
Toric Lenses
Invisible Bifocals
Sun Glasses in Various Shades
W. T. Findley, M.D.
36 Nanking Road, Tel. 1928

SHANGHAI ROWING CLUB

Fifteenth Annual Swimming Gala

Friday and Satu day, August 27th and 28th

Commencing each evening at 9.15 p.m. sharp.

CHAMPIONSHIP EVENTS:

Open to all Shanghai. Entries close on Monday, August 23rd, at 6 p.m., and should be addressed to the undersigned.

NAVAL RACE:

An open event to all members of British, French and American vessels in port. Distance, 2 lengths, scratch entries on the evening of August 27th.

BOY MEMBERS AND LADIES

1 Length Boy Members' Handicap.
2 Lengths Boy Members' Handicap. Ladies' and Boys' Diving.
1 Length Ladies' Race. Ladies' and Boys' Team Race.

Music Refreshments.

ADMISSION:

Unreserved tickets $1.00 each night, may be obtained through members or at the door. Reserved seat tickets, $3.00 for two nights or $2.00 for each evening, for a limited number only may be obtained from W. J. Brown Esq., Dodwell and Co., D. H. Cooke Esq., Andersen Meyer and Co., T. A. Spedding Esq., Asiatic Petroleum Co. and J. J. Evans, 30 North Szechuen Road.

BY ORDER OF THE SWIMMING BATH SUB-COMMITTEE.

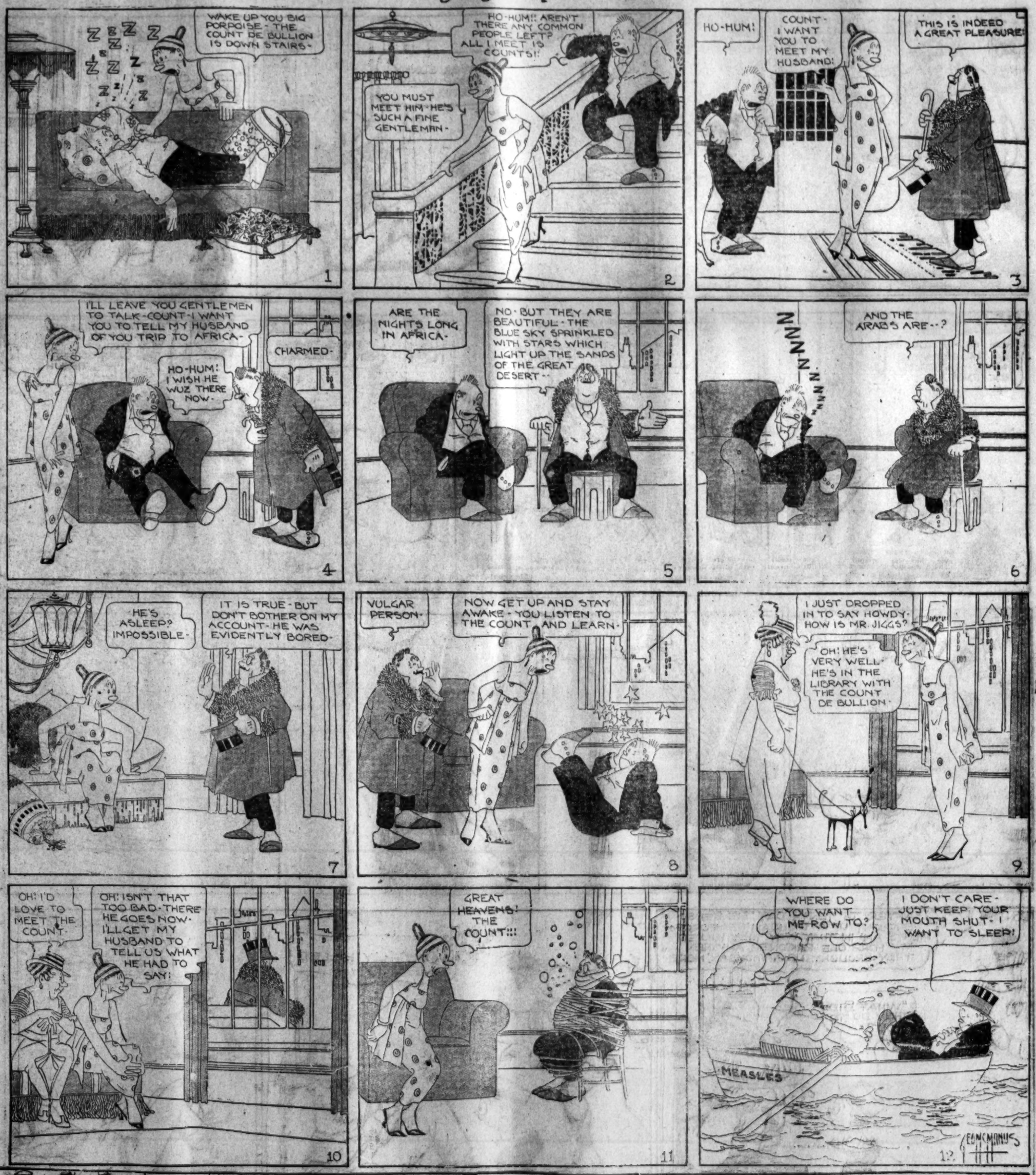
Westminster Tobacco Co. Ltd. London
GREEN JADE
Cigarettes
Imported from England

The same superlative quality as other well known brands manufactured by Westminster Tobacco Co. Ltd.
Also obtainable in packets of ten cigarettes...

Comic Picture Section

Sunday, August 22nd, 1920

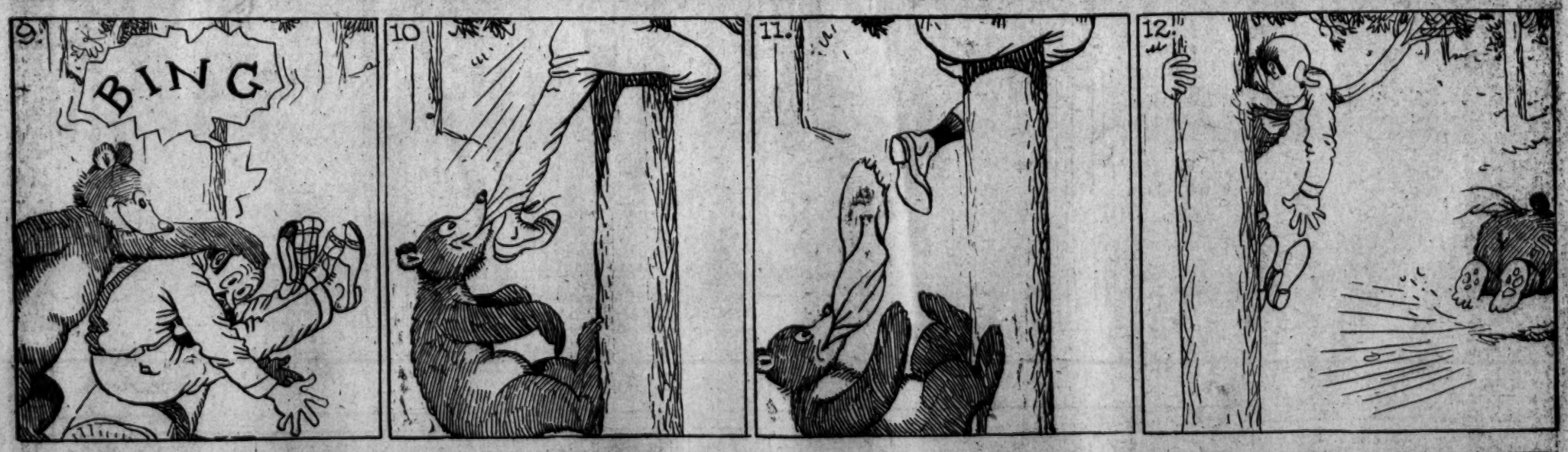
Bringing Up Father


WAKE UP YOU BIG PORPOISE - THE COUNT DE BULLION IS DOWN STAIRS-
1
HO-HUM!! AREN'T THERE ANY COMMON PEOPLE LEFT? ALL I MEET IS COUNTS!
YOU MUST MEET HIM - HE'S SUCH A FINE GENTLEMAN-
2
HO-HUM!
COUNT - I WANT YOU TO MEET MY HUSBAND!
THIS IS INDEED A GREAT PLEASURE!
3
I'LL LEAVE YOU GENTLEMEN TO TALK - COUNT - I WANT YOU TO TELL MY HUSBAND OF YOU TRIP TO AFRICA-
HO-HUM! I WISH HE WUZ THERE NOW-
CHARMED-
4
ARE THE NIGHTS LONG IN AFRICA-
NO - BUT THEY ARE BEAUTIFUL - THE BLUE SKY SPRINKLED WITH STARS WHICH LIGHT UP THE SANDS OF THE GREAT DESERT--
5
ZZZZZZZZ
AND THE ARABS ARE--?
6
HE'S ASLEEP? IMPOSSIBLE-
IT IS TRUE - BUT DON'T BOTHER ON MY ACCOUNT - HE WAS EVIDENTLY BORED-
7
VULGAR PERSON-
NOW GET UP AND STAY AWAKE - YOU LISTEN TO THE COUNT AND LEARN-
8
I JUST DROPPED IN TO SAY HOWDY - HOW IS MR. JIGGS?
OH! HE'S VERY WELL - HE'S IN THE LIBRARY WITH THE COUNT DE BULLION-
9
OH! I'D LOVE TO MEET THE COUNT-
OH! ISN'T THAT TOO BAD - THERE HE GOES NOW - I'LL GET MY HUSBAND TO TELL US WHAT HE HAD TO SAY!
10
GREAT HEAVENS! THE COUNT!!!
11
WHERE DO YOU WANT ME ROW TO?
I DON'T CARE - JUST KEEP YOUR MOUTH SHUT - I WANT TO SLEEP!
MEASLES
GEO MCMANUS
12

Little Jimmy

1.
"JIMMY, I'VE LEFT THE CARTRIDGES FOR THIS GUN BACK AT THE CABIN. YOU RUN BACK AND GET THEM!"
2.
3.
"WHOA SONNY! DRAP OVER YERE!"
4.
"TILT BACK YER HAT AN' TAKE A GOOD LONG AN' LINGERIN' AN' APPRECIATIVE LOOK AT ME!

5.
"SON, IN ME YOU SEE THE GREATEST INJUN FIGHTER UV ALL TIME!"
6.
"RIGHT OVER IN YONDER CLEARIN' ME AN' MY PARDNER FIT OVER A THOUSAN' INJUNS FER TEN DAYS AN' NIGHTS!"
AND AS WE WERE
7.
"DING THESE NEW SHOELACES!"
8.
"OH THERE YOU ARE JIMMY. FOR A WONDER YOU DIDN'T LOITER. PUT THE CARTRIDGES DOWN 'TILL PAPA TIES HIS SHOE —"
ZAP



13.
"AFTER TH' TENTH DAY THE REDSKINS BROUGHT UP A THOUSAN' REINFORCEMENTS AN' IN THAT WAY THEY KILLED MY PORE OLE PARDNER AN' THEN THEY BROUGHT UP A THOUSAN' MORE-"
"WHAT DID THEY DO TO YOU?"
14.
"OH! THEY KILLED ME TOO!"
15.
"BUT PAPA, YOU FORGOT THE CA'TRIDGES AN' WHO'LL YOU GET TO SPANK YOU?"
ZZZZ
ZZZZ
SWINNERTON